

### Northwest Region Tribal Priority Status

Res Code	Reservation	Priority List					
		Resolution	Date	Resolution	Date	Resolution	Date
P03 - Colville Agency							
101	Colville			2000-049	1/24/00		
P06 - Olympic Peninsula							
105	Chehalis			2000-7A	2/22/00		
106	Hoh	n o n e					
116	Quileute			99-A-98	12/2/99		
117	Quinault			00-137-77	1/10/00		
118	Shoalwater Bay			01-26-00-03	1/26/00		
120	Skokomish			00-02	1/12/00		
121	Squaxin Island			00-04	1/27/00		
125	Lower Elwha	08-00	1/26/00	50-00	9/26/00		
129	Jamestown S'Klallam			06-2000	1/25/00		
P10 - Puget Sound Agency							
107	Lummi			2000-034	3/2/00		
109	Muckleshoot			48	2/25/00		
110	Nisqually			??	2/?/00		
111	Nooksack	99-17	4/6/99	2000-05	2/8/00		
113	Port Gamble S'Klallam			00-A-012	2/9/00		
114	Port Madison Suquamish			2000-003	2/7/00		
115	Puyallup	291199B	11/29/99				
119	Sauk Suiattle			02/03a/00	2/3/00		
122	Swinomish			2000-1-5	1/27/00		
123	Tulalip	2000-039	2/9/00	2000-099	2/14/00		
131	Upper Skagit			? ?	1/14/00		
133	Samish			20-01-003	1/19/00		
138	Snoqualmie	n o n e		05-00	12/18/99		
139	Stillaguamish			2000/12	1/26/00		
P11 - Yakima Agency							
124	Yakama			T-055-00	1/27/00		
P12 - Spokane Agency							
102	Spokane			2000-118	1/10/00		
103	Kalispel	1999-87	9/29/99		2/4/00		
P16 - Makah							
108	Makah			14-00	2/9/00		

## Project Priority List

[illegible]

\*\* Requested project must be on the B.I.A. Road Inventory.

2000-049

**EMERGENCY  
RESOLUTION**

**WHEREAS**, it is the recommendation of the Tribal Government to approve the 5 Year Construction Priorities as follows:

**(Year) 2000:**

- 1) New Dock Project for Inchelium-Gifford Ferry, Phase I & Phase II. The Colville Tribe will use construction funds if needed to keep project on schedule. Any over-run of approved contract amount will be funded from Colville Construction Funding.
- 2) Cache Creed Road - Project CIR 308(4), Phase IV, base gravel and paving, 3.327 miles.
- 3) Omak Lake Road - Projects CIR 140(6)(1.1 mi.), CIR 140(7) (5 mi.), CIR 140(8)(5 mi.), base, gravel, guard rail and paving. (2,001,500)
- 4) Safety Betterment Project in Omak - Install concrete barrier near underpass next to East Omak School for school children foot traffic. ~~170,000~~ 179,000
- 5) Emergency Truck Ramp for Cache Creek Road (Phase I project).
- 6) Twin Lakes HUD Site for BST Treatment.
- 7) Culvert replacement on Iron Creek Road.
- 8) Seal Coating of 20.0 miles.
- 9) Apply for Bridge funding to install guard rail on approaches for 15 bridges. *make safety*
- 10) Apply for Bridge funding to replace bridge on Nespelem School Loop Road.
- 11) Fund Tribal Employees working with BIA Branch of Roads from 2000 Construction Funds.
- 12) Apply to Public Land Discretionary Funding Program to consider Omak Lake Road to fund the surfacing of a 4.0 mile project.
- 13) Apply to Ferry Discretionary Funding Program to consider a Dock Project on the Gifford Side of service for the Inchelium-Gifford Ferry Program.
- 14) Fund a Transportation Specialist for Colville Confederated Tribes.
- 15) Work with Ferry County in a Cooperative Effort to install four arch culverts on Hall Creek Road.
- 16) Fund Emergency repair work that was accomplished in 1998-1999. Requested ERFO funding, but request denied.

Resolution 2000-049

page 2

(Years) 2001-2004:

- 1) Bridge Creek Road - Grade, drain, guard rail, base gravel and paving. Projects could average between 1-5 miles in length.
- 2) Cache Creek Road - Project CIR 308(5), Phase V, base gravel and paving of 2.2 miles.
- 3) Omak Lake Road - Projects CIR 140(6)(1.1 mi.), CIR 140(7)(5 mi.), CIR 140(8)(5 mi.), base gravel, guard rail and paving.

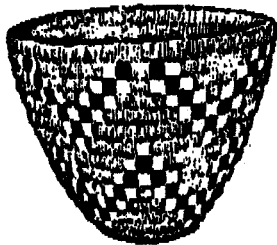
**THEREFORE, BE IT RESOLVED**, that we, the Colville Business Council, by authority of Resolution 1991-431 (10 affirmative signatures on this recommendation sheet, an emergency) this 24th day of January 2000, acting for and in behalf of the Colville Confederated Tribes, Nespelem, Washington, do hereby approve the above recommendation of the Tribal Government Committee.

The foregoing was duly enacted by the Colville Business Council by a vote of 10 FOR 0 AGAINST 0 ABSTAINED, under authority contained in Article V, Section 1(a) of the Constitution of the Confederated Tribes of the Colville Reservation, ratified by the Colville Indians on February 26, 1938, and approved by the Commissioner of Indian Affairs on April 19, 1938.

**ATTEST:**

  
Colleen F. Cawston, Chairperson  
Colville Business Council

cc: Tribal Government Committee Chair  
CBC Recording Secretary  
Executive Director  
Dept. or Program: Wayne Kensler, BIA Roads  
Becky Rey, BIA Administration  
BIA Superintendent



# CONFEDERATED TRIBES of the CHEHALIS RESERVATION

## RESOLUTION NUMBER 2000-7A

### RE: 2000 Transportation Improvement Plan and 638 Contract Requests

WHEREAS, The Business Committee of the Confederated Tribes of the Chehalis Reservation is the duly constituted governing body of the Chehalis Indian Tribe, in accordance with the Constitution and By-Laws adopted by the voting members of the Tribe and approved by the Commissioner of Indian Affairs, and

WHEREAS, The Business Committee is responsible for protecting and enhancing the health and economic well-being of Tribal members, including the responsibility to provide safe transportation, and

WHEREAS, The Business Committee has approved a Transportation Improvement Plan for the Chehalis Reservation which priorities proposed construction projects as follows:

1. Transportation Planning (mature);
2. Anderson Road Flood Improvement and Safety Project;
3. 186<sup>th</sup> Avenue Wooden Bridges Replacement Project;
4. Niederman/Anderson Road Housing Access and Sidewalk Project;
5. New Tribal Housing Road Development Project;
6. "Bull Hole" Fishing Access and Trailhead Improvement Project (Smith Rd);
7. "Rails to Trails" Recreational River Trail;
8. Post Secondary Educational Facilities Parking Improvement Project;
9. Secane Road Pavement;
10. Moon Road Improvement and Bank Stabilization;
11. South Bank Road Fish Culvert Replacement (Harris Creek), and

WHEREAS, The Tribe desires submit grant proposals to the Bureau of Indian Affairs to assist in funding the aforementioned projects;

NOW THEREFORE, be it RESOLVED that the Confederated Tribes of the Chehalis Reservation priorities the construction of transportation improvement projects as listed above and authorizes Jon Hare to submit construction grant proposals and other related transportation documents to the Bureau of Indian Affairs.

BE IT FURTHER RESOLVED that the Tribe specifically requests to enter a P.L. 638 contract with the BIA to conduct preliminary engineering and right-of-way acquisition as Phase I for the Anderson Road Flood Improvement and Safety Project.

Dated this 22nd day of February, 2000

  
David Youckon, Chairman



**CERTIFICATION**

I, Cheryl Starr, Secretary of the Confederated Tribes of the Chehalis Reservation Business Committee do hereby certify that the foregoing Tribal Resolution, Number 2000-7A, was duly considered and adopted at a regularly scheduled meeting of the Chehalis Business Committee held on Tuesday, February 22, 2000, at which a quorum was present. The vote being 4 For; 0 Against with 0 Abstentions, and with the Chairperson not voting.



Cheryl Starr, Secretary  
Chehalis Business Committee

January 2000

## Confederated Tribes of the Chehalis Reservation

Area/Agency P08  
Reservation 105

## TRANSPORTATION PRIORITY LIST

Priority Number	(1) BIA Route #	County Rt #	Project Description
1	N/A	N/A	Transportation Planning (mature)
2	5327 [14]	80432	Anderson Rd Flood Access Improvements and Safety
3	10	16155	186th Ave Wooden Bridges Replacement (DESIGN)
	10		186th Ave Wooden Bridges Replacement (CONSTRUCTION)
4	5327 [18&14]	80770	Niederman/Anderson Rd Housing and Sidewalk
5	Proposed Rt [24]		New Tribal Housing Road Development
6	Proposed Rt [22]		"Bull Hole" Fishing Access and Trailhead (Smith Rd)
7	Proposed Rt [23]		"Rails to Trails" Recreational River
8	Proposed Rt [21]		Post Secondary Educational Facilities Parking Improvement
9	5327 [13]	80600	Secena Rd Pavement
10	8	13430	Moon Rd Improvement and Bank Stabilization
11	5327 [20]	98411	South Bank Rd Fish Culvert Replacement (Harris Creek)

\*All proposed routes will be assigned BIA Rt # on new BIA Form 5704 as shown above in [brackets]

\*Rt No. 5327 signifies roads located in Grays Harbor County, WA and will be assigned new BIA Rt # on BIA Form 5704 as shown above in [brackets]



# QUILEUTE TRIBAL COUNCIL

POST OFFICE BOX 279  
LA PUSH, WASHINGTON 98350-0279  
TELEPHONE (360) 374-6163  
FAX (360) 374-6311



RECEIVED

DEC - 6 1999

PAO - ROADS

## RESOLUTION OF THE QUILEUTE TRIBAL COUNCIL RESOLUTION NO. 99-A-98

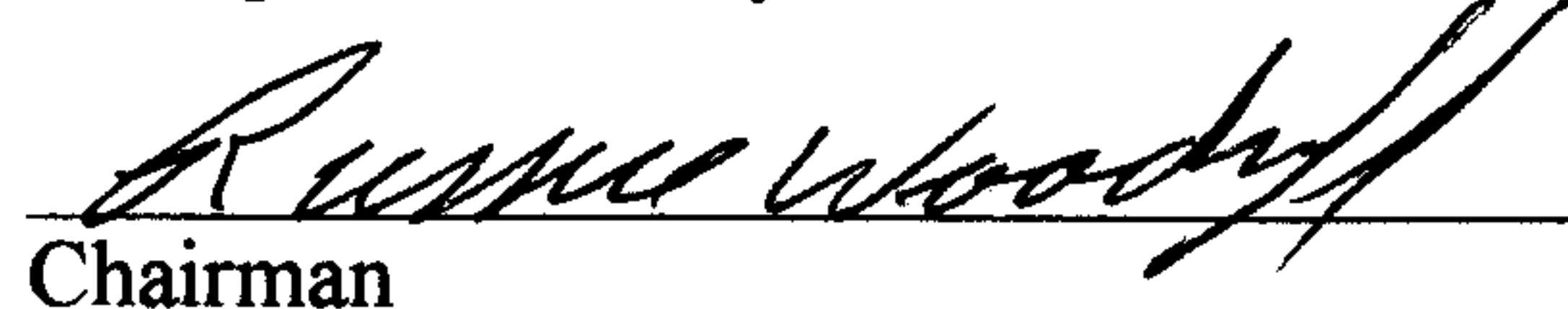
WHEREAS, the Quileute Indian Tribe is an Indian Tribe organized under the Indian Reorganization Act, and the Quileute Tribal Council is the duly constituted governing body of the Quileute Indian Tribe by authority of Article III of the Constitution and By-Laws of the Quileute Indian Tribe as approved by the Secretary of the Interior on November 11, 1936; and

WHEREAS, the Quileute Indian Tribe enjoys the rights reserved to it by the Treaty of Olympia of 1855 and the Quileute Tribal Council has the authority under Article VI, sec. (1)(j) to safeguard and promote the safety and general welfare of the Quileute Tribe by regulating the conduct of trade, and the use and disposition of property upon the Reservation; and

WHEREAS, the Quileute Tribal Council has the responsibility to provide for public access within the Reservation; and to provide public access to new Reservation developments; and to complement surrounding public transportation facilities as part of a regional public transportation system; and


WHEREAS, the Quileute Tribal Council by Resolution No. 99-A-11 has amended its 1990 Transportation Plan with a Transportation Improvement Program, based on a community planning process, reflecting recent growth and change within the Quileute community, as well as priorities for community safety and economic development on the Reservation; and

NOW THEREFORE BE IT RESOLVED, that the Quileute Tribal Council hereby updates and amends the Quileute Reservation Transportation Improvement Program to include the following six Transportation Project Priorities for the year 2000:

  
Chairman

### CERTIFICATION

I hereby certify that the foregoing Resolution was adopted at a regular meeting of the Quileute Tribal Council at La Push, Washington on the 21st day of January, 1999, at which a quorum was present and the Resolution was adopted by a vote of 4 for, 0 against, and \_\_\_\_\_ abstentions.

  
Authorized Representative



## TRANSPORTATION PROJECT PRIORITIES, 2 DECEMBER 1999

(Note: former Priority 1 Project, La Push Road Pathway, has been funded and is in design.)

904 **1. School Loop Road:** This project redesigns the asphalt and gravel roads which encircle the Quileute Tribal School, starting and ending at the intersection of La Push Road and Alder Street. While alternatives need to be identified, one possible alternative is to pave the current gravel road which descends from La Push Road heading west, passes between the Tribal School and First Beach, turns north and then east beyond Head Start and the High School classrooms, and proceeds east past the Seafood Company to intersect with Main Street at River Street, by the community gym. The project includes repairs as necessary to the La Push Road-Alder Street intersection. Estimated Cost Unknown due to range of possible alternatives.

909 **2. Cemetery Road:** This project involves subgrade repairs and resurfacing of the only access road to the cemetery and to a future rental housing area. The existing asphalt paving has granulated and been displaced, complicated by poor drainage, and creating a deeply rutted subgrade. Estimated Cost: \$20,000.

908 **3. Harley's Island Foot Bridge:** This project designs and constructs or purchases an 8-foot wide, 160-foot long pedestrian bridge to A-Chit-Ti or Harley's Island, renewing access to culturally significant areas within the Quillayute River System, and replacing a former vehicle bridge destroyed by 1995-96 winter storms. Estimated Cost: \$160,000.

new **4. Quillayute River View Point:** This project develops a fully accessible (ADA) viewpoint at the mouth of the Quillayute River, including walkway, benches, and interpretive signage. Estimated Cost: \$25,000.

new **5. Repair Alder Street Intersection:** This project addresses the long-standing pavement failures at the intersection of Alder Street and La Push Road at the entrance to the Lower Village. The existing pavement has collapsed, creating deep potholes, which causes vehicles to be driven off the pavement, contributing to edge failure. Estimated Costs: \$40,000 excluding right-of-way costs.

907 **6. Thunder Road:** This project repairs and resurfaces Thunder Road, which provides access to the Tribe's Utilities and Maintenance Department as well as to recreational areas of the Quillayute River System.

903 **7. Quileute Heights Trail Improvement:** This project redesigns and reconstructs the existing unsurfaced trail between the Quileute Heights housing area and Lonesome Creek Store. In addition to resurfacing some minor drainage adjustments are necessary to ensure year-round accessibility. Estimated Cost: \$5,000.

new **8. Marina Parking Facility:** This project upgrades the existing parking facility at the Tribal Marina, currently an unimproved gravel lot with an uneven, potholed surface. In addition to leveling, grading, and importing crushed gravel, the project includes designing both vehicular and pedestrian access to the parking lot.



# QUINULT INDIAN NATION

## RESOLUTION NO. 00 - 137 - 77 OF THE QUINULT BUSINESS COMMITTEE

WHEREAS, the Quinault Business Committee is the duly elected governing body of the Quinault Indian Nation, and empowered with duties and responsibilities through the Constitution of the Quinault Indian Nation; and

WHEREAS, the Quinault Indian Nation possesses the inherent sovereign governmental powers to protect and promote the health, safety, and/or general welfare of the people of the Quinault Nation; and

WHEREAS, the Cook Creek Bridge on the Olympic-Moclips Highway (BIA Route 26) on the BIA Road System for the Quinault Indian Reservation has been severely damaged due to flooding, and is now in danger of collapsing; and

WHEREAS, the potential collapse of the Cook Creek Bridge presents an imminent threat to property, life, and the environment; and

WHEREAS, the BIA Route 26 is an important transportation route for the Quinault Nation government, Reservation residents, and the fishing and timber industry and is the designated tsunami evacuation route for several local communities; and

WHEREAS, funding is available for bridge replacement through the Indian Reservation Roads (IRR) program from the Bureau of Indian Affairs, and additional funding may be available through the Emergency Relief Fund for Federally-Owned Roads program (ERFO) or other Federal Highway Administration funding sources; and

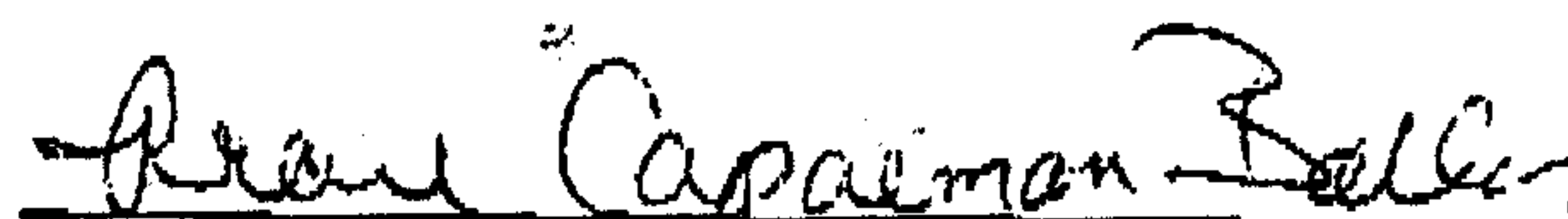
WHEREAS, it is the responsibility of the BIA Branch of Roads to provide maintenance and construction for roads and bridges under the BIA Roads System, as directed by the priorities set by the Quinault Nation and subject to the availability of funding; and

WHEREAS, the present condition of the Cook Creek Bridge should be considered an emergency action and is now the highest priority for roads construction and maintenance on the Quinault Indian Reservation;

NOW, THEREFORE BE IT RESOLVED, the Quinault Indian Nation has determined that the immediate repair of the Cook Creek Bridge is its highest Indian Reservation Roads (IRR) priority and hereby modifies the Six-Year Transportation Improvement Program of the Quinault Indian Nation Transportation Plan (1997) to include the repair and/or replacement of the Cook Creek Bridge on BIA Route 26; and

RESOLUTION NO. \_\_\_\_\_

FURTHER, BE IT RESOLVED, that the Quinault Nation requests that the BIA Branch of Roads begin working on the engineering and design, environmental assessment, and application for IRR Bridge funds to **replace the Cook Creek Bridge**, and that a temporary alternative route and/or bridge should be constructed to allow for vehicle traffic during the design and construction period.



Pearl Capoeman-Baller, President  
Quinault Indian Nation

### CERTIFICATION

AS SECRETARY OF THE QUINAULT BUSINESS COMMITTEE, I HEREBY CERTIFY THAT THE FOREGOING RESOLUTION WAS DULY ENACTED BY THE QUINAULT BUSINESS COMMITTEE ON THE 11 DAY OF January 20 BY A VOTE OF 9 FOR, 0 AGAINST, AND 1 ABSTAINING.



Marjorie Valdillez, Secretary  
Quinault Business Committee

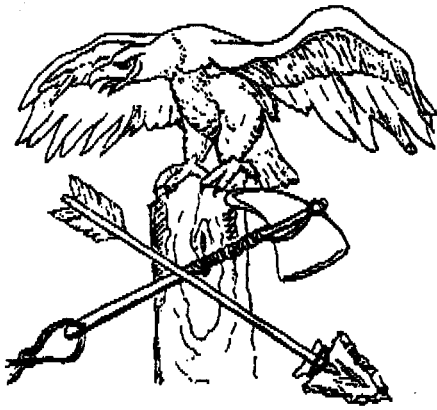
RESOLUTION NO. 00 - 137-77



# COPIED FROM QUINULT TRANSPORTATION PLAN

TABLE 22: QUINULT INDIAN NATION TRANSPORTATION PLAN Six Year Transportation Improvement Program 1999 - 2004		
Improvement	Project Description	Cost Estimate <sup>6</sup>
<b>ARTERIAL ROADWAY IMPROVEMENTS</b>		
Moclips-Olympic Highway (BIA 26)	Pave the existing gravel section of BIA 26	8,000,000
North-South #1	Connect and widen BIA 4000, 6537, 7500 <i>not on inventory</i>	3,706,741
North-South #2	Connect and widen BIA 2, 7500 and Aloha Mainline	2,772,044
East-West #1	Connect and widen BIA 2 (9410, 9111, 9105.04), 7055, 7630, 7500, 7320, 7321	4,972,171
East-West #2	Connect and widen BIA 2 (Aloha Mainline, F-8, F-6), 7700.	3,656,092
East-West #3	Connect and widen BIA 4000, 4080, 8420, 8300; Prairie Cyn Road, A&M Crossover.	3,981,423
		<b>\$ 27,088,471</b>
<b>RESIDENTIAL ROADWAY IMPROVEMENTS</b>		
Schoolhouse Lane (Taholah)	Widen roadway to 20' width; .17 miles.	230,000
1 <sup>st</sup> Street (Queets)	Queets Avenue to Kwinail; widen, grade and pave to 20' width; .05 miles.	57,500
3rd Street (Queets)	Queets Avenue to Jackson Heights Drive; construct, grade and pave to 20' width; 40' r-o-w; .32 miles.	759,000
Queets Avenue (Queets)	Resurface, .27 miles.	310,500
Moclips River Estates	Construct and pave residential roads; 2,000 linear feet.	437,000
Moclips Area Industrial Park	Construct and pave access road, 1,320 linear feet.	287,500
		<b>\$ 2,081,500</b>
<b>PEDESTRIAN IMPROVEMENTS</b>		
Sidewalk (Taholah)	Construct illuminated five-foot sidewalk. 4,811 linear feet.	822,000
Sidewalk (Queets)	Construct two illuminated five-foot sidewalks. Queets Avenue to Jackson Heights Drive and Queets Avenue to the Queets Health Clinic. 2,080 linear feet.	379,800
		<b>\$ 1,278,800</b>
<b>BICYCLE IMPROVEMENTS</b>		
Class I Bikeway	Construct between Queets and Kalaloch. .298 miles.	2,366,500
Class II Bike Lane	Construct on lakefront in Amanda Park. 1.04 miles.	1,534,300
		<b>\$ 3,900,800</b>
<b>SIGNAGE IMPROVEMENTS</b>		
Signage	Install road name, direction and milepost signs.	\$ 5,550
<b>TRANSIT IMPROVEMENTS</b>		
Transit	Maintain bus service and increase frequency.	\$ 1,560,000
<b>TOTAL</b>		<b>\$ 35,915,121</b>

<sup>6</sup> Project costs are estimates based on planning assumptions which should be refined before actual costs are determined. Calculations are presented in the Technical Appendix.



# SHOALWATER BAY INDIAN TRIBE

P.O. Box 130 • Tokeland, Washington 98590  
Telephone (360) 267-6766 • FAX (360) 267-6778

REC'D  
JAN 28, 2000

## SHOALWATER BAY INDIAN TRIBE RESOLUTION # 01-26-00-03

WHEREAS, the Shoalwater Bay Tribe is a Federally recognized Tribe Headquartered on the Shoalwater Bay Indian reservation in the State of Washington; and

WHEREAS, the Shoalwater Bay Tribal Council is the governing body of the Shoalwater Bay Tribe in accordance with their Constitution and By-laws; and

WHEREAS, the Shoalwater Bay Tribe has developed a Shoalwater Bay Reservation Transportation Plan that is near completion; and

WHEREAS, the Shoalwater Bay Tribe has received funding from the Bureau of Indian Affairs for the development of this very important plan;


NOW THEREFORE BE IT RESOLVED, that the Shoalwater Bay Tribe has developed a Project Priority List that we are presenting to to the Bureau of Indian Affairs for future funding consideration (see attached Project Priority List).

### CERTIFICATION

The above Resolution was passed at a regular Council meeting held January 26, 2000 at the Shoalwater Bay Tribal Center at which a quorum was present. 3 FOR

0 AGAINST 0 ABSTAIN

M.A.L.

  
Herbert Madzu Whitish, Chairman  
Shoalwater Bay Indian Tribe

  
Lynn Clark, Secretary  
Shoalwater Bay Indian Tribe



# Skokomish Indian Tribe

Tribal Center (360) 426-4232

N. 80 Tribal Center Road

FAX: (360) 877-5943

Shelton, WA 98584

## SKOKOMISH TRIBAL COUNCIL RESOLUTION NO. 00-02

**WHEREAS**, the Skokomish Tribal Council is the governing body of the Skokomish Indian Tribe pursuant to the Constitution and By-laws of the Skokomish Tribe, approved by the Secretary of the Interior, March 17, 1980; and

**WHEREAS**, the Skokomish Tribe recognizes the need to enhance and strengthen the development of their human and natural resources, and encourages development of the Reservation, supporting community values and goals for achieving self-determination as a Nation; and

**WHEREAS**, the Bureau of Indian Affairs will receive the Northwest Region's allotment of Fiscal Year 2000 Indian Reservation Roads (IRR) funds and has requested a Project Priority List for the Skokomish Tribe and Tribal Resolution supporting it; and

**WHEREAS**, the Skokomish Tribal Council has reviewed and approved the Fiscal Year 2000 Project Priority List for the Skokomish Reservation roads;

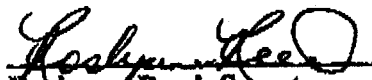
**NOW THEREFORE BE IT RESOLVED**, that the Skokomish Tribal Council authorizes the submission of the Fiscal Year 2000 Project Priority List for the Skokomish Reservation Roads and supporting resolution to the Bureau of Indian Affairs.

### \*\*\* CERTIFICATION \*\*\*

I, Denny Hurtado, Chairman of the Skokomish Tribal Council, hereby certify that the foregoing Resolution No. 00-02 was adopted at a regular meeting of the Skokomish Tribal Council, held on January 12, 2000 at which a quorum was present by a vote of 4 FOR, 0 AGAINST, 0 ABSTAINING.

ATTEST:

  
Denny Hurtado, Chairman  
Skokomish Tribal Council

  
Roslynne Reed, Secretary  
Skokomish Tribal Council

[illegible]





REC'D  
NWRO - ROADS  
FEB. 1 2000  
**SQUAXIN ISLAND TRIBE**

**RESOLUTION NO. 00-04**  
of the  
**SQUAXIN ISLAND TRIBAL COUNCIL**

**WHEREAS**, the Squaxin Island Tribal Council is the Governing Body of the Squaxin Island Tribe, its members, its lands, its enterprises and its agencies by authority of the Constitution and Bylaws of the Squaxin Island Tribe, as approved and adopted by the General Body and the Secretary of the Interior on July 8, 1965; and,

**WHEREAS**, under the Constitution, Bylaws and inherent sovereignty of the Tribe, the Squaxin Island Tribal Council is charged with the duty of protecting the health, security, education and general welfare of tribal members, and with protecting and managing the lands and treaty resources and rights of the Tribe; and,

**WHEREAS**, the Squaxin Island Tribal Council has been entrusted with the creation of ordinances and resolutions in order to fulfill their duty of protecting the health, security, education and general welfare of tribal members, and of protecting and managing the lands and treaty resources of the Tribe; and,

**WHEREAS**, the Squaxin Island Tribal Council remains committed to planning for development and maintenance of the Indian Reservation Road System providing access to the Squaxin Island Reservation; and,

**WHEREAS**, Squaxin Island Tribal Council supports continuing effort by the Squaxin Island Department of Community Development to work closely with the Branch of Roads of the Bureau of Indian Affairs to provide products and to ensure sustained funding for the Tribe's transportation planning and construction programs; and,

**WHEREAS**, a Transportation Improvement Program is an integral part of securing funds and prioritizing Tribal transportation projects; and,

**WHEREAS**, the Squaxin Tribal Council certifies the accuracy of the Indian Reservation Roads Transportation Improvement Program (TIP) for the Squaxin Island Reservation and other related documents as submitted to the Bureau of Indian Affairs; and,

**WHEREAS**, approval by the Squaxin Tribal Council Tribal of its Transportation Improvement Program and a prioritized list of planned transportation projects for inclusion into the Bureau of Indian Affairs, Northwest Regional Office Transportation Improvement Program is required to secure funding for the proposed transportation projects of the Squaxin Island Tribe.

00 - 04

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**NOW THEREFORE BE IT RESOLVED**, that the Squaxin Island Tribal Council does hereby authorize submittal of the attached TIP for the Squaxin Island Tribe for inclusion into the Bureau of Indian Affairs Fiscal Year 2000 Transportation Improvement Program and instructs the BIA Northwest Region to update its Transportation Improvement Program to reflect the change.

**NOW THEREFORE BE IT FINALLY RESOLVED**, that the Squaxin Island Tribal Council does hereby authorize the Tribal Chairman, the Executive Director, or the Deputy Executive Director to be the Tribe's signatory and representative in all future matters requiring Tribal authorization on all Squaxin Island Tribal projects funded under the BIA Fiscal Year 2000 Transportation Improvement Program, and that these authorities shall be for the duration of these projects.

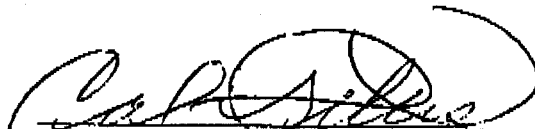
#### CERTIFICATION

The Squaxin Island Tribal Council does hereby certify that the foregoing Resolution was adopted at the regular meeting of the Squaxin Island Tribal Council, held on this 27th day of January, 2000, at which time a quorum was present and was passed by a vote of 6 for and 0 against with 0 abstentions.

  
David Lopeman, Chairman

Attested by:

  
Sue McFarlane, Secretary

  
Cal Peters, Vice Chairman

FY 2000 TIP

01/31/2000

## Squaxin Island Tribe

Priority	BIA Route #	Project Description	FY1999	FY2000	FY2001	FY2002	Total
1	0107	Museum Access Road Construction	\$115,000	\$15,000			\$130,000
2	0100	Skookum Creek Bridge Rehabilitation (Mason County Share)	\$250,000	\$0			\$250,000
3	0100	Skookum Creek Bridge Rehabilitation (Mason County Share)		\$82,500			\$82,500
4	0100	Old Olympic Highway Reconstruction (Mason County Share)			\$800,000		\$800,000
5	0110	Klah-Che-Min Dr Ext. Construction (Housing Access Road)		\$350,000			\$350,000
6	0110	Klah-Che-Min Drive Ext Construction (Bloomfield Alt. Route)		\$150,000			\$150,000
7	ALL	Transportation Planning		\$50,000	\$50,000	\$50,000	\$150,000
8	0100	Old Olympic Hwy Bike Path/Pedestrian Walkway Construction			\$100,000		\$100,000
9	0120	Skalapin Lane Reconstruction			\$75,000		\$75,000
10	0121	Qua-Ta-Sat Circle Reconstruction			\$25,000		\$25,000
11	0110	Klah-Che-Min Drive Widening/Sidewalks			\$180,000		\$180,000
12	0130	Tribal Center Road Betterment/Paving			\$40,000		\$40,000
13	0470	McMillan Creek Bridge Design (Agate Road)		\$50,000			\$50,000
14	0470	McMillan Creek Bridge Replacement				\$280,000	\$280,000
15	0470	McMillan Creek Bridge Replacement (Mason County Share)				\$70,000	\$70,000
16	0100	Old Olympic Highway Reconstruction (Bloomfield South)				\$320,000	\$320,000
17	0100	Old Olympic Highway Reconstruction (Mason County Share)				\$1,280,000	\$1,280,000
Total IRR Share (Including Bridge Program and HBRRP)			\$365,000	\$565,000	\$470,000	\$650,000	\$2,050,000

JAN-31-00 MON 04:24 PM SQUAXIN ISLAND TRIBE

FAX NO. 4266577

P. 04



# LOWER ELWHA KLALLAM TRIBE

ᵂᵂᵂᵂᵂᵂ nᵂᵂ'sᵂ'ᵂᵂᵂᵂ "Strong People"

2851 Lower Elwha Road  
Port Angeles WA 98363

(360) 452-8471  
Fax: (360) 452-3428

## RESOLUTION 50-00

### BUREAU OF INDIAN AFFAIRS ROADS CONSTRUCTION PRIORITIES 2000 REVISION

WHEREAS, the Lower Elwha Community Council is the governing body of the Lower Elwha Band of the Klallam Tribe in accordance with its constitution and bylaws, approved by the Secretary of the Interior on April 29, 1968, and in accordance with the Indian Reorganization Act of June 18, 1934, and the Treaty of Point-No-Point of January 26, 1855; and

WHEREAS, the Elwha Klallam Business Committee of the Lower Elwha Community is the duly elected representative body of the Tribe, and is responsible for ensuring the Health, Safety, Education, Welfare, and Social and Economic Development, Natural Resources, Law and Order, Judicial Services, Housing and to preserve and protect Culture and Treaty Rights, and otherwise promote the interests of our Indian people;

WHEREAS, the Lower Elwha Klallam Tribe is eligible for federal road construction funds through the Bureau of Indian Affairs Roads Program, and

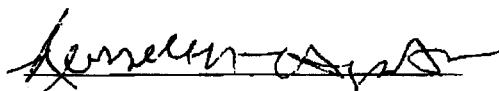
WHEREAS, the Bureau of Indian Affairs has requested a priority list for roads construction with tribal easements, and

WHEREAS, the Lower Elwha Klallam Tribal Business Committee wishes to facilitate improvements to transportation facilities of the tribal community, now,

THEREFORE, LET IT BE RESOLVED, that the Lower Elwha Klallam Tribe submits the following priority list and will grant easement to the Bureau of Indian Affairs for all roads on the Indian Reservation Roads inventory.

### CERTIFICATION

Resolution 50-00 was presented to the Lower Elwha Klallam Business Committee with a quorum present who voted to adopt 3 for; 0 abstain; and 0 against on this 26<sup>th</sup> day of September, 2000



Russell N. Hepfer, Tribal Chair



Council person

## RESOLUTION 50-00

# **Lower Elwha Klallam Tribe ROAD CONSTRUCTION PRIORITIES 2000**

LEKT PRIORITY	IRR ROUTE	PROJECT			
# 1	0019, 0023 5309	Emergency Ingress/ Egress Elwha Valley: <u>Feasibility Study with Value Engineering Review of Routing Options</u> : Evaluation of options specific to this project must be made prior to public hearings for routing.			
# 2	5309	<b>Reconstruct Lower Elwha Road:</b> <ul style="list-style-type: none"> <li>• <u>Feasibility Study with Value Engineering Review</u> of a tribal arterial that currently serves ADT 850 (Clallam County, 1998) with paved width of 18 feet and no shoulders. Projected traffic increase must consider an additional 2% per year and an additional 110 homes over the next 10 years.</li> <li>• Public hearings</li> <li>• Easement/ Land acquisition</li> </ul>			
# 3	0921	<b>Lower Elwha Community Trail: pedestrian safety and mobility</b> <ul style="list-style-type: none"> <li>• Install streetlights, speed limit and pedestrian warning signs and crosswalks.</li> <li>• <u>Feasibility Study with Value Engineering Review</u> to include Trail Plan with Road Re-construction on Lower Elwha and Stratton Roads.</li> <li>• Public hearings</li> <li>• Acquire land/ easement</li> <li>• Construct off-road travel routes for pedestrians and bicyclists</li> </ul>			
# 4	5309	<b>Re-construct Stratton Road:</b> <ul style="list-style-type: none"> <li>• <u>Feasibility Study with Value Engineering Review</u> of a tribal connector that currently serves ADT 550 (Clallam County, 1995) with paved width of 16 feet and no shoulders. Projected traffic increase must consider an additional 2% per year and an additional 110 homes over the next 10 years.</li> <li>• Public hearings</li> <li>• Easement/Land Acquisition</li> </ul>			
# 5	0922	<b>Save the One Lane Bridge over the Elwha River:</b>			
# 6	0021	<b>Re-construct access to 5 on- reservation homes</b> <table border="1"> <tr> <td>Stormy Windy Lane</td><td>0.11 mile</td><td>16' wide</td></tr> </table>	Stormy Windy Lane	0.11 mile	16' wide
Stormy Windy Lane	0.11 mile	16' wide			
# 7	0014	<b>Re-construct access to 5 homes on individual trust properties</b> <table border="1"> <tr> <td>Charles Drive</td><td>0.3 mile</td><td>16' wide</td></tr> </table>	Charles Drive	0.3 mile	16' wide
Charles Drive	0.3 mile	16' wide			
# 8	0012	<b>Re-construct access to 3 on-reservation homes</b> <table border="1"> <tr> <td>Sam Ulmer Road</td><td>0.15 mile</td><td>16' wide</td></tr> </table>	Sam Ulmer Road	0.15 mile	16' wide
Sam Ulmer Road	0.15 mile	16' wide			

# 9	0921	Lower Elwha Community Trail: Forest and Estuary Trails Recreational access to tribal open space lands.
# 10	5309	Pave Charles Road to the Beach. Recreational access
# 11	5309	Road Access to Halberg Addition: Tribe has acquired 240 forested acres contiguous to the south boundary of the Reservation. Community development requires transportation infrastructure.
# 12	5309	"Railroad flat- car" bridge over Bosco Creek to replace culverts under Lower Elwha Road.
# 13	8101	Left-hand Turn Lane off U. S. Highway 101 in a 55mph zone to access Lower Elwha Clinic.
# 14	5309	Lower Elwha River Bridge to The Place: Span the lower Elwha River to provide a more direct route between the Valley and Heights portions of the Lower Elwha Reservation.
# 15	0016	<del>North Hupt Lane</del> Road does not qualify for federal funds. Road serves less than 3 homes
# 16	0003	<del>John Mike</del> Road does not qualify for federal funds. Trust landholders will not grant easement to establish a public road.
# 17	0016	<del>Gagey Road</del> Road does not qualify for federal funds. Trust landholders will not grant easement to establish a public road.



# JAMESTOWN S'KLALLAM TRIBE

1033 Old Blyn Highway, Sequim, WA 98382

360/683-1109

FAX 360/681-4643

## RESOLUTION #06-2000

WHEREAS, the Jamestown S'Klallam Indian Tribe (herein after referred to as "the Tribe") has been Federally acknowledged by the Secretary of the Interior of the United States of America on February 10, 1981; and

WHEREAS, the Jamestown S'Klallam Tribal Council (herein after referred to as "the Council") is the governing body of the Jamestown S'Klallam Tribe in accordance with its Constitution adopted on November 19, 1983, and conducted by the Bureau of Indian Affairs following Part 81 of the Code of Federal Regulations; and

WHEREAS, the health, safety, welfare, and education of the Indian people of the Jamestown S'Klallam Tribe is the responsibility of the Jamestown S'Klallam Tribal Council; and

WHEREAS, the BIA Roads Branch expects to receive the Northwest Region's allotment of the FY2000 Indian Reservation Roads funds in the near future; and

WHEREAS, the BIA Roads Branch is requesting that all interested tribes submit a priority list of road/bridge projects in order to be eligible for this FY2000 funding; and

WHEREAS, the Tribe has identified two projects to place on the BIA Indian Reservation Roads (IRR) priority list for funding in FY 2000:

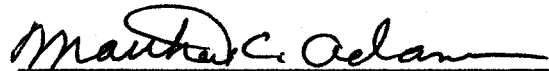
- 1) The Correia-Sophus Roads Enhancement; and,
- 2) The Correia Road - Casino Creek/Pit Drain Creek Restoration; now

THEREFORE BE IT RESOLVED, that the Council recognizes these two roads projects as vital to Tribal business and governmental operations and hereby authorizes these projects to be placed on the BIA Indian Reservations Roads Priority list for FY2000 for consideration of funding.

W. Ron Allen, Tribal Chairman

**CERTIFICATION**

I, Matthew Adams, Treasurer of the Jamestown S'Klallam Tribal Council of the Jamestown S'Klallam Tribe, do hereby certify that the foregoing resolution was adopted by phone poll on January 25, 2000 where a quorum was polled and approved the resolution by a vote of 3 FOR and 0 AGAINST with 0 ABSTAINING. This resolution will be formally approved at a meeting of the Jamestown S'Klallam Tribal Council held on January 31, 2000.



Matthew Adams, Tribal Council Treasurer



**PROJECT PRIORITY LIST****Jamestown S'Klallam Tribe**

<b>Priority Number</b>	<b>B.I.A. Route #</b>	<b>Project Description</b>
1	0002	<p>The Corriea-Sophus Roads Enhancement - Cost Undetermined - The purpose of this project is to enhance access to Tribal properties (i.e., Casino, warehouse, machinery shop, Tribal rental homes, vacant land) located between two existing county roads. The Tribe desires to join these two county roads to improve accessibility to these properties. The road that currently connects the two county roads is a narrow, gravel easement road, lacking proper drainage and subject to frequent winter wash-outs. This condition prohibits residents safe ingress/egress and severely limits access to these properties for maintenance purposes.</p> <p>This project is approximately 1 mile in length. The proposed road project will involve an environmental assessment, acquiring easements from local property owners, widening the road bed, applying gravel road base, adding topcoat material (gravel/asphalt), enhancing the drainage system and constructing a bridge to allow vehicular traffic to cross an existing creek.</p>
2	N/A	<p>Transportation Planning - \$50,000 - To update our existing plan that was developed and published in 1996. This plan was rapidly outdated as roads were added to the Tribe's inventory and as development on Tribal land increased. Potential economic development projects will require roads infrastructure in order to accommodate orderly progress of these enterprises.</p> <p>Additionally, planning for signs and crosswalk striping is a high priority at the Tribal roads/parking areas that serve families (including elders and children).</p>

Priority Number	B.I.A. Route #	Project Description
3	0002	<p>The Corriea Road Culvert Restoration - The purpose of this project is to replace a culvert that allows water to flow under Corriea Road in order to accommodate the water run-off during winter and spring storm events. The creeks feeding this culvert seasonally flood a Corriea Road which provides access to the Tribe's casino, warehouse, machinery shop, Tribal rental homes and vacant land, and also floods the casino parking lot.</p> <p>This project involves replacing the existing culvert pipe(s) and improving the capacity of the ditches.</p>

**LUMMI INDIAN BUSINESS COUNCIL**

2610 KWINA RD. • BELLINGHAM, WASHINGTON 98226-9298 • (360) 384-1489

DEPARTMENT \_\_\_\_\_

EXT: \_\_\_\_\_

**RESOLUTION #2000-034 OF THE LUMMI INDIAN BUSINESS COUNCIL****TITLE: Project Priority List for Year 2000 Indian Reservation Roads (IRR) Funds  
Supersedes Reso #2000-016**

**WHEREAS**, the Lummi Indian Business Council is the duly constituted governing body of the Lummi Indian Reservation by the authority of the Constitution and By-laws of the Lummi Tribe of the Lummi Reservation, Washington; and

**WHEREAS**, the Bureau of Indian Affairs is expecting to receive the fiscal year 2000 allotment of Indian Reservation Roads (IRR) funds and is requesting Indian tribes to submit proposed projects included in approved transportation plans for funding consideration; and

**WHEREAS**, the Lummi Indian Nation lacks a current transportation plan that identifies its transportation needs; and

**WHEREAS**, the Bureau of Indian Affairs is temporarily allowing Indian tribes without a current transportation plan to be eligible for IRR funding by preparing and submitting a Project Priority List supported with a tribal council resolution; and


**WHEREAS**, the Project Priority List and supporting resolution was initially approved by LIBC action on January 14, 2000 with the adoption of Resolution #2000-016; and

**WHEREAS**, the Project Priority List has been revised by the Lummi Indian Planning Department to include as Priority Number 2. Transportation planning on Lummi Indian Reservation, and revised project priority list is attached; and

**NOW THEREFORE BE IT RESOLVED**, the Lummi Indian Business Council approves the revised Project Priority List and requests staff to forward it to the appropriate Bureau of Indian Affairs office immediately; and

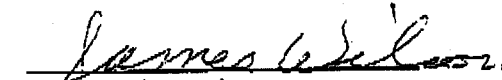
**BE IT FURTHER RESOLVED**, that the Chairman (or Vice Chairman in his absence) is hereby authorized and directed to execute this resolution and any documents connected therewith, and the Secretary (or the Recording Secretary in his absence) is authorized and directed to execute the following certification.

## LUMMI INDIAN NATION

  
William E. Jones, Sr., Chairman  
Lummi Indian Business Council

## CERTIFICATION

As Secretary of the Lummi Indian Business Council, I hereby certify that the above Resolution #2000-034 was adopted at a special meeting of the Council held on the 2nd day of March, 2000, at which time a quorum of 9 was present by a vote of 7 for, 0 against, and 1 abstention(s).

  
James Wilson, Secretary  
Lummi Indian Business Council







# Muckleshoot Indian Tribal Council

36015 172nd Avenue S.E. • Auburn, Washington 98092-9763  
(253) 939-3311 Fax (253) 931-8570

RECEIVED

APR - 4 2000

NWRO-ROADS



RESOLUTION NO. 48

## TO PRIORITIZE THE BIA IRR ROAD SYSTEM PROJECT LIST

WHEREAS, The Muckleshoot Indian Tribal Council is the duly constituted governing body for the Muckleshoot Indian Reservation by authority of and is herein acting solely pursuant to its constitution and by-laws approved May 13, 1936 by the Secretary of the Interior, and as amended June 28, 1977 and not pursuant to its Indian Reorganization Act Corporate Charter ratified October 31, 1936; and

WHEREAS, the Muckleshoot Indian Tribal Council approved additions/revisions to the BIA IRR road inventory on May 11, 1999;

WHEREAS, the BIA IRR inventoried projects as listed in Attachment A and incorporated into the MIT Transportation Plan, attached hereto and herein incorporated by reference, have been reviewed, approved, and prioritized by the Muckleshoot PPW Division Committee at a regularly scheduled meeting on February 16, 2000; and

WHEREAS, the project priority list must be submitted to BIA for potential federal funding sources; and


WHEREAS, the road project inventory and priority listing will be reviewed on an annual basis by the PPW Committee and Muckleshoot Tribal Council;


NOW THEREFORE BE IT RESOLVED by the Tribal Council of the Muckleshoot Indian Tribe that:

1. the referenced road project priority list is hereby approved and the Tribal Council requests that the roads as referenced herein by Attachment A be listed in the MIT Transportation Plan; and
2. that the project priority list will be reviewed, approved and/or revised on an annual basis by the PPW Committee and Tribal Council; and
3. the Tribal Council will review the completed MIT Transportation Plan in the near future.

## CERTIFICATION

As Secretary of the Muckleshoot Indian Tribal Council, I hereby certify that the above resolution was duly adopted at a special meeting of the Tribal Council on the 25 day of February, 2000, held on the Muckleshoot Indian Reservation, Auburn, WA, at which a quorum was present by a vote of 5 for, 0 against and 0 abstentions.

  
Norma Eyle, Secretary

  
John Daniels, Jr., Chairman

**RECEIVED**

**APR - 4 2000**

**NWRO-ROADS**

**PROJECT PRIORITY LIST**

PRIORITY	BIA ROUTE #	PROJECT DESCRIPTION
1		Transportation Planning
2	MKIR 103(1)	SR164/392 <sup>nd</sup> St. SE Intersection Signals
3	MKIR 118,120,122,123, &125	Construct Davis Subdivision Roads
4	MKIR 121(2)	Tribal Center Loop, Section 10 Reconstruction
5	MKIR 400(1)	400 <sup>th</sup> St. SE/SR 164 Intersection Signalization
6	MKIR 121(1)	Tribal Center Loop, Section 10 Signing and Striping
7	MKIR 110(1)	404 <sup>th</sup> St. SE Section Reconstruction (North Ampitheater Access)
8	MKIR 108(1)	Construct 407 <sup>th</sup> St. SE (New South Access to Ampitheater)
9	MKIR 127(1)	Construct Williams Place SE
10	MKIR 124(1)	Construct Veterans Road SE
11	MKIR 164(1)	SR 164/416 <sup>th</sup> St. SE, Intersection Signal and Left-Turn Lane
12	MKIR 164(2)	SR 164/BIA Route 100 (388 <sup>th</sup> St. SE) Left-Turn Lane
13	MKIR 172(1)	Reconstruct 172 <sup>nd</sup> Ave. SE Section 20
14	MKIR 116(1) and 115(1)	Construct 388 <sup>th</sup> Pl. SE and Reconstruct 164 <sup>th</sup> Ave. SE
15	MKIR 105(1) and 106(1)	Construct 174 <sup>th</sup> Ave. SE and Reconstruct 408 <sup>th</sup> St. SE Section 10
16	MKIR 107(1)	Construct 175 <sup>th</sup> Pl. SE Section 20
17	MKIR 137(1)	Reconstruct 174 <sup>th</sup> Ave. SE
18	MKIR 121(3) and 114(1)	Construct Tribal Center Loop, Section 20 & Construct 388 <sup>th</sup> St. SE
19	MKIR 160(1)	Construct Tribal Center Pedestrian/Bike Trails
20	MKIR 129(1) & 130(1)	Construct New Roads F & G (off Howard Rd.)
21	MKIR 131,132, & 134(1)	Construct New Roads H, I, & J (off R St.)
22	MKIR 110(2)	Construct 404 <sup>th</sup> St. SE Section 30
23	MKIR 392(1)	392 <sup>nd</sup> St. SE Overlay
24	MKIR 368(1)	Reconstruct 368 <sup>th</sup> Place SE
25	MKIR 110(3)	404 <sup>th</sup> St. SE/SR 164 Intersection Signalization
26	MKIR 111(1)	Construct 177 <sup>th</sup> Ave. SE
27	MKIR 113(1)	Reconstruct Daniels Pl. SE (Shaker Church)
28	MKIR 107(2)	Construct 175 <sup>th</sup> Pl. SE Section 10
29	MKIR 172(2)	172 <sup>nd</sup> St. SE, Section 10 Overlay and Sidewalks
30	MKIR 100(2)	BIA Rout 100 (158 <sup>th</sup> Ave. SE and 388 <sup>th</sup> St. SE) Pedes/Bike/Lights
31	MKIR 135(1)	Construct Braford Loop
32	MKIR 380(1)	380 <sup>th</sup> Pl. SE Reconstruction
33	MKIR 126(1)	Construct Marsette Rd. SE
34	MKIR 109(1)	Reconstruct Road to Water Tower
35	MKIR 112, 117 & 119(1)	Overlays for E. & W. Morris & Garrison Streets
36	MKIR 100(3)	BIA Route 100, Sections 40,50,& 60, Reconstruction
37	MKIR 408(1)	408 <sup>th</sup> St. SE Section 20 Reconstruction
38	MKIR 150-151(1)	Construct BIA Routes 150 & 151 (Smalquamish Village)
39	MKIR 128(1)	Reconstruct Road North of Mobile Home Court
40	MKIR 180(1)	180 <sup>th</sup> Ave. SE Reconstruction
41	MKIR 164(3)	SR 164 Replace Existing Paving and Widen
42	MKIR 400(2)	400 <sup>th</sup> St. SE Reconstruction
43	MKIR 160(1)	160 <sup>th</sup> Pl. SE Reconstruction
44	MKIR 384(1)	384 <sup>th</sup> St. SE Reconstruction
45	MKIR 164(4)	SR 164 Overlay
46	MKIR 18(1)	SR 18 Overlay
47	MKIR 9900-9902(1)	Auburn City Street, Overlays on IRR System

**NISQUALLY TRIBAL COUNCIL****Resolution No. \_\_\_\_\_ 2000****Transportation Priority Projects Listing**

**WHEREAS**, the Nisqually Indian Tribe is the successor descendent entity of the Nisqually Nation signatory to the Treaty of Medicine Creek of 1854 (10 Stat. 1132), and unto this day has retained and maintained its Tribal identity, its governing body, and its sovereign powers; **AND**

**WHEREAS**, the Nisqually Indian Tribe is a federally recognized American Indian Tribe organized under its governing Constitution and Bylaws approved by the U.S. Secretary of the Interior on September 9, 1946, pursuant to Section 16 of the Indian Reorganization Act, 25 USC, 476; **AND**

**WHEREAS**, the Nisqually General Council is the duly constituted governing body of the Nisqually Indian Tribe, and the Nisqually Tribal Council is the duly elected representative body of the Nisqually General Council by the authority of the Tribe's Constitution and Bylaws, as amended; **AND**

**WHEREAS**, the Nisqually Tribe has carried out an ongoing transportation planning and improvement process for the Nisqually reservation and near reservation area; **AND**

**WHEREAS**, the Tribe has completed the attached updated CY2000 priority listing of reservation transportation improvement needs.

**NOW LET IT THEREFORE BE RESOLVED** that the Nisqually Tribal Council does hereby approve the attached CY2000 prioritized listing of transportation improvements for submission to the Bureau of Indian Affairs.

We certify that the foregoing resolution was adopted at a regular meeting of the Nisqually Tribal Council held on February \_\_\_\_\_, 2000, that a quorum was present, and that the resolution was adopted by a vote of \_\_\_\_\_ **FOR**, \_\_\_\_\_ **AGAINST**, and \_\_\_\_\_ **ABSTAINING**.

**ATTEST**

\_\_\_\_\_  
Stephanie J. Scott, Chairperson  
NISQUALLY INDIAN TRIBE

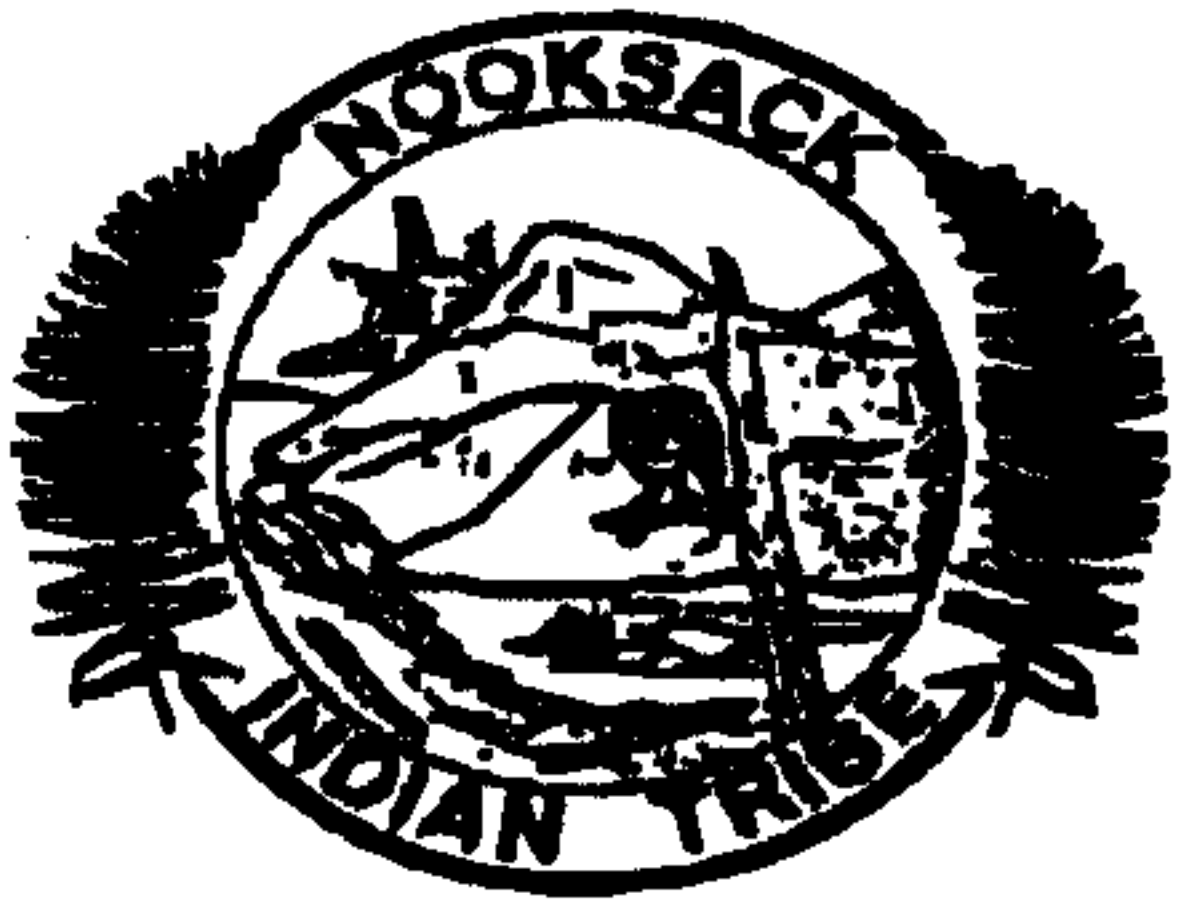
\_\_\_\_\_  
Norine L. Wells, Secretary  
NISQUALLY INDIAN TRIBE



## PROJECT PRIORITY LIST

PRIORITY NUMBER	(1) B.I.A. ROUTE #	PROJECT DESCRIPTION
1	SR 510	SR 510 Widening
2		Road Signage and Transportation Planning
3	SR 510	SR 510 Pedestrian Crossing
4	SR 510	Frontage Road/Commercial Site
5	SR510	SR 510 Access Control
6	SR510	SR 510/Reservation Road Intersection/Reconstruction
7	C014195	Reservation Road/25th Avenue Intersection/Reconstruction
8	C014195	Reservation Road/SR 510 to 25th Ave/Reconstruction
9	C014195	Reservation Road/25th Avenue to Old 99/Reconstruction
10	BIA7/8/9/10	New Frontage Road/Muck Creek to She Nah Num to Muk Sut Wei
11	BIA 9	She Nah Num Drive Improvements
12	BIA100	Peter Kalama Drive Extension
13	<del>TRIBAL</del>	Fish Hatchery Road
14	<del>BIA 13</del>	Cemetery Access Road
15	<del>BIA110</del>	Internal Road Construction
16	<del>TRIBAL</del>	Off reservation Trust Lands Access
		No ROUTES
		7
		8
		10
		13
		TRIBAL
		BIA 110
		They should redo to add Planning

(1) Identified or requested projects must be on the B.I.A. inventory



# **NOOKSACK INDIAN TRIBE**

5048 Mt. Baker Hwy • P.O. Box 157 • Deming, WA 98244  
Administration: (360) 592-5176 • Fax: (360) 592-5721  
Fisheries Fax: (360) 592-5753

## **RESOLUTION # 99 - 17**

**Title : Adding Roads/Streets To the Bureau of Indian Affairs  
Roads System of Bureau of Indian Affairs; Portland Area Office**

**WHERE AS**, the Nooksack Tribal Council is the governing body of the Nooksack Indian Tribe; and

**WHERE AS**, the Tribal Council, pursuant to its authority in the Nooksack Tribal Constitution and Bylaws, Article VI, Sections, (b) and (e), has the authority to receive and administer funds for the beneficial purposes of the Nooksack Indian Tribe; and,

**WHERE AS**, the Bureau of Indian Affairs maintains the official Road/Bridge inventory of the Indian Reservation Roads, (IRR); and

**WHERE AS**, the Nooksack Indian Tribe requests revisions to the IRR Inventory as shown on attachment "A"; and

**WHERE AS**, each Road and Street indicated on attachment "A" is defined by a completed BIA Form 5704; and

**WHERE AS**, each Road and Street indicated on attachment "A" is further defined by a strip map that has a north arrow and indicates each section of the proposed new/modified route; and

**WHERE AS**, each strip map provides the necessary information to locate the route to other principal topographic and cultural features such as streams, rivers, railroads, adjacent or nearby BIA and non-BIA routes, political subdivision boundaries, or cadastral lines;

**NOW THEREFORE BE IT RESOLVED** that the Nooksack Tribal Council requests that the Roads and Streets and the associated mileage, as shown on attachment "A" and the Indian Road System be added to the IRR Road/Bridge inventory; and

**BE IT FURTHER RESOLVED**, that the routes indicated on attachment "A" shall be public routes and the Tribal Chairman is hereby authorized to sign the necessary documents to grant the appropriate Right of way easements to the Bureau of Indian Affairs.

**BE IT STILL FURTHER RESOLVED**, that the following is the official Project Priority List of the Nooksack Indian Tribe, for the Transportation Improvement Program:

1. **Potters Road/Hillside Road (2.2) miles beginning from the west side including the Potter's Bridge (a one lane bridge) off of SR 9 then turns into Hillside Road until the end.**
2. **George Road west of Highway 9, (1.3) miles until the end.**
3. **Rutsatz Road (2.4) miles from SR 9 until the end.**

4. Edward Drive (0.11) miles from Rutsatz Road to the end.
5. Mission Road (4.2) miles from Everson-Goshen road (looking south) until Goshen Road.
6. Goshen Road (1.2) miles from Mission Road to Cedarville Road
7. Cedarville Road (1.1) miles from Goshen to SR 542 (Mt.Baker Hwy).
8. First Street in Deming (1.1) miles from SR 542 to Deming Road.
9. Alder Street in Deming (1.0) miles from First Street to Water Street.
10. Sherman Street in Deming (0.50) miles from First Street to Main Street.
11. Main Street in Deming (0.75) miles from SR 542 to Deming Road.
12. Deming Road (3.0) miles from 3/10 past First Street to SR 542.
13. Marshall Hill Road (1.0) miles from SR542 to SR9
14. Hollingsworth Road (0.30) miles from SR542 to the end.
15. Holmes Road (0.20) miles from Hollingsworth to Marshall Hill Road.
16. Strand Road (1.1) miles beginning west of SR9 to east of SR9 to Clipper.
17. Clipper Road (0.20) from Strand to the end of Clipper
18. Potter Road-east of SR9 (1.0) miles to the end.


BE IT STILL IN FURTHER RESOLVED, that the Chairman, or the Vice-Chairman in absence of the Chairman, and/or a designated Council Member, is authorized to sign any documents for the Nooksack Indian Tribe.

#### CERTIFICATION

This Resolution was presented and adopted during a regular meeting of the Nooksack Tribal Council, held on April 6, 1999 at which time a quorum was present, by a vote of:

FOR 5 AGAINST 0 ABSTENTIONS 0

  
Herman Almojera, Vice Chair for  
Art George, Chairman

 for NTC  
Elouise Z. Tom, Secretary

RESOLUTION NO. 00-A-012

THE  
PORT GAMBLE  
S'KLALLAM  
BUSINESS COMMITTEE  
OF THE  
PORT GAMBLE  
S'KLALLAM  
COMMUNITY COUNCIL

---

**RECEIVED**  
**FEB 10 2000**  
**NWRO-ROADS**

## I.

WHEREAS, the Port Gamble S'Klallam Indian Community is organized under the Indian Reorganization Act of June 18, 1934; and

## II.

WHEREAS, under its Constitution and Bylaws adopted August 5, 1939, the Community Council was designated as the governing body of the Port Gamble S'Klallam Indian Community; and

## III.

WHEREAS, by resolution dated April 22, 1956, the Port Gamble S'Klallam Community Council delegated the authority to conduct the business of the Port Gamble S'Klallam Indian Community to the Port Gamble S'Klallam Business Committee; and

## IV.

WHEREAS, the Port Gamble S'Klallam Business Committee seeks to improve tribal roads on the Port Gamble Indian Reservation with the assistance of the Bureau of Indian Affairs, and has developed the attached Priority List of road projects for Fiscal Year 2000.

## V.

NOW THEREFORE BE IT RESOLVED, that the Port Gamble S'Klallam Business Committee submits the attached Priority List to the Bureau of Indian Affairs Branch of Roads for consideration for funding.

## CERTIFICATION

WE HEREBY CERTIFY that on this date there was a regular meeting held of the Port Gamble S'Klallam Business Committee on the Port Gamble S'Klallam Indian Reservation at which time a quorum was present;

WE FURTHER CERTIFY, that the above numbered resolution, was at said meeting, introduced, evaluated, and was passed by a vote of 5 FOR, 0 AGAINST, dated this 9th day of February, 2000.

Harry Fulton  
Harry Fulton  
Vice-Chairperson

Marie Hebert  
Marie Hebert  
Secretary

**RECEIVED****FEB 10 2000****NWRO-ROADS**

## PORT GAMBLE S'KLALLAM TRIBE PROJECT PRIORITY LIST, FY2000

[illegible]

**(1) Identified or requested projects must be on the B.I.A. inventory**



THE SUQUAMISH TRIBE  
PORT MADISON INDIAN RESERVATION

Resolution # 2000-003

WHEREAS, The Suquamish Tribal Council is the governing body of the Suquamish Indian tribe of the PORT MADISON INDIAN RESERVATION, WASHINGTON, by the authority of the Constitution and By-laws of the SUQUAMISH TRIBE as approved on July 2, 1965 by the Secretary of the Interior; AND

WHEREAS, The Bureau of Indian Affairs (BIA) maintained the official Road/Bridge inventory of the Indian Reservation Roads (IRR); AND

WHEREAS, The Suquamish Tribe requests revisions to the IRR inventory as shown on attachment "A" and the Suquamish Tribe Project Priority List for the fiscal year 2000 as shown on attachment "B", AND

WHEREAS, each strip provides the necessary information to locate the route to other principal topographic and cultural features such as streams, rivers, railroads, airports/airstrips, adjacent or nearby BIA and non-BIA routes, political subdivision boundaries or cadastral lines; NOW

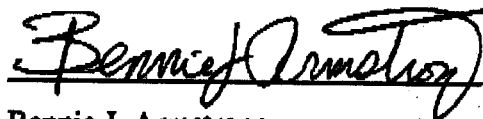
THEREFORE IT BE RESOLVED, that the Suquamish Tribal Council requests that the roads/streets and associated mileage, as shown on attachment "A" and the Indian roads System form be added to the IRR Roads/Bridge inventory A" and the Suquamish Tribe Project Priority List for the fiscal year 2000 as shown on attachment "B"

CERTIFICATION

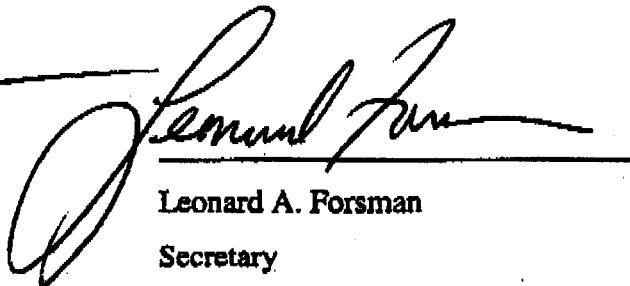
The foregoing resolution was duly enacted by the Suquamish Tribal Council meeting on this 7 day of February, 2000, by vote of 5 FOR 0 AGAINST 0 ABSTENTIONS, at which a quorum was present.

BY:

ATTEST:



Bennie J. Armstrong  
Tribal Chairman



Leonard A. Forsman  
Secretary

## Project Priority List

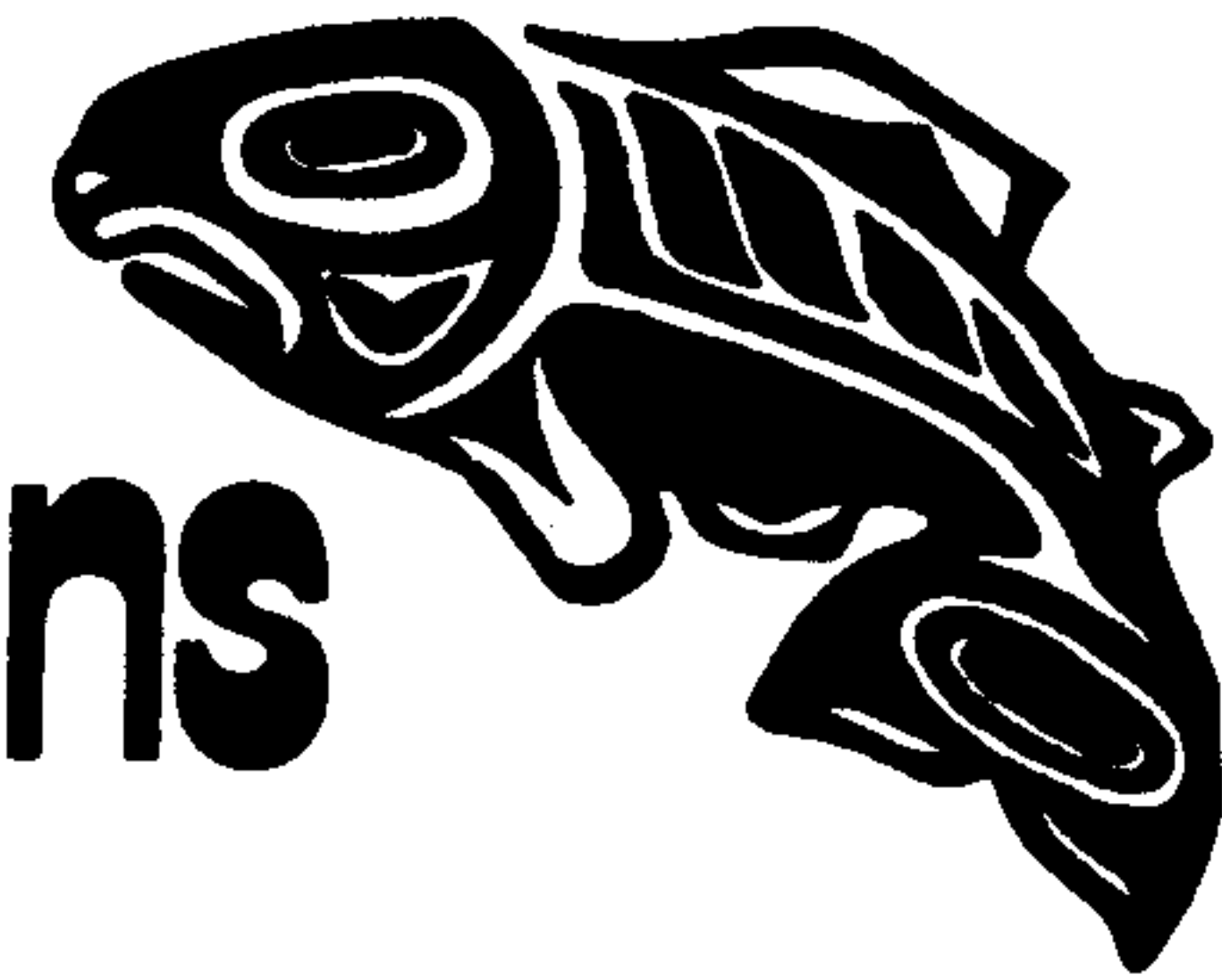
Priority Number	(1) BIA Route #	Project Description
1	72320	Geneva Street - Add sidewalks and crosswalks close to Suquamish Elementary School for pedestrian safety.
2	71992	Angeline Avenue Housing access road - create .3 miles of new BIA roads for low income housing.
3	71991	Angeline Avenue - road improvements for the anticipated increase of traffic that the new housing site will create.
4	71930	Jones Road - Road improvements.

TOTAL P.04





# Puyallup Tribe of Indians



## PUYALLUP TRIBAL COUNCIL

### RESOLUTION NO. 291199B

**WHEREAS**, the Puyallup Tribe of Indians has existed since creation as the aboriginal people, who are the owners and guardians of their lands and water; and

**WHEREAS**, the Puyallup Tribe is an independent sovereign nation having historically negotiated with several foreign nations including the United States in the Medicine Creek Treaty; and

**WHEREAS**, the Puyallup Tribal Council is the governing body of the Puyallup Tribe of the Puyallup Reservation in accordance with the authority of its sovereign rights as the aboriginal owners and guardians of their lands and water as reaffirmed in the *Medicine Creek Treaty*, and their *Constitution and By-Laws* as amended and approved by the Tribe and Assistant Secretary of the Interior; and

**RESOLUTION SUMMARY**  
COUNCIL APPROVAL OF ROAD PROJECT PRIORITY LIST FOR INDIAN  
RESERVATION ROAD SYSTEM. (PLEASE READ ENTIRE TEXT.)

**WHEREAS**, the Bureau of Indian Affairs maintains the official Road/Bridge inventory of Indian Reservation Roads; and

**WHEREAS**, the Bureau of Indian Affairs prepares an annual project control schedule for funding road planning, design and construction; and

**WHEREAS**, the Tribe has submitted Resolutions designating individual projects as Tribal priorities but has not submitted a formal road project priority list for the Puyallup Indian Reservation; and

**WHEREAS**, Tribal staff for the Transportation Planning project have prepared a proposed Puyallup Indian Reservation Priority Road Project List in accordance with past Tribal Council Resolutions;

**NOW THEREFORE, BE IT RESOLVED**, the *Puyallup Tribal Council* approves the attached Puyallup Indian Reservation Road Project Priority List; and

**PUYALLUP TRIBAL COUNCIL  
RESOLUTION NO. 291199B**

Page 2

**BE IT FURTHER RESOLVED**, that the *Puyallup Tribal Council* hereby officially authorizes the Tribal Chairman (Lawrence W. LaPointe) and, in his absence, the Vice-Chairman (Herman Dillon, Sr.) to execute this Resolution and any associated required forms on behalf of the Puyallup Tribe.

**CERTIFICATION**

I, Loei R. Vanbel, Secretary of the Puyallup Tribal Council of the Puyallup Reservation do hereby certify that the above Resolution was duly adopted at a Regular Meeting of the Puyallup Tribal Council held on the Puyallup Indian Reservation, on the 29 day of November 1999, a quorum being present with a vote of 4 For, 0 Against, 0 Abstention and 1 Not Voting it's adoption.

BY: Loei R. Vanbel  
Secretary, Puyallup Tribal Council

**ATTEST:**

Lawrence W. LaPointe  
Lawrence W. LaPointe, Chairman  
Puyallup Tribal Council



# PUYALLUP TRIBE OF INDIANS PUYALLUP INDIAN RESERVATION ROAD PROJECT PRIORITY LIST

(Including rank, name, cost estimate and  
desired design and construction schedule.)

November 1999

#	Project Name	Cost Estimate	Design Year	Construction
1	<b>Grandview Avenue</b> (Includes East 35 <sup>th</sup> Street Court and East 22 <sup>nd</sup> Avenue Court)	\$250,000	1999	2000
2	<b>32<sup>nd</sup> Street</b> (Includes Cley Oq Street extension)	\$425,000*	2000	2001
3	<b>Clarks Creek Road</b> (Serving elders community center and associated development.)	\$300,000	2000	2001
4	<b>Transportation Planning</b>	\$50,000		
	<b>Total Cost:</b>	<b>\$1,025,000</b>		

**NOTE:** All figures exclude the cost of any Right of Way acquisition. These cost are currently unknown and are not eligible for BIA funding in any event. (\* This cost estimate excludes signalization of 32<sup>nd</sup> and Portland Avenue. The Tribe has sought WSDOT REV grant funding to assist with this project which may or may not be approved this January. If fully approved by WSDOT the estimated BIA cost share needed would fall to \$221,500.)



5318 Chief Brown Lane  
Darrington, Washington 98241

(360) 436-0131  
(360) 435-8366  
FAX (360) 436-1511

**RESOLUTION 02/03a/00**  
**BE IT RESOLVED BY THE TRIBAL COUNCIL**  
**OF THE SAUK-SUIATTLE INDIAN TRIBE**  
**IN THE STATE OF WASHINGTON**

WHEREAS, the Sauk-Suiattle Tribal Council is the governing body of the Sauk-Suiattle Indian Tribe of the authority of its Constitution and By-Laws as approved by the Secretary of the Interior on September 17, 1975; and in accordance with the Indian Reorganization Act of June 18, 1934; and

WHEREAS; the Sauk-Suiattle Tribal Council is the duly elected governing body of the Sauk-Suiattle Indian Tribe; and

WHEREAS, the Sauk-Suiattle Tribal Council is charged with the responsibility for the protection of the Health, Safety, and Welfare of the Members of the Sauk-Suiattle Indian Tribe; and

WHEREAS, the Sauk-Suiattle Tribal Council has a Transportation Improvement Program and sees the need to have a Five Year (5) Short-Term Project Priority list in place; and

THEREFORE BE IT RESOLVED, the Sauk-Suiattle Tribal Council approves and submit the Sauk-Suiattle Indian Tribe Project Priority List; Short-Term Projects (5 year) with a Project Description of the Tribes 7 Priorities being; Priority 1-Tribal Road Planning Activities, Priority 2-Improve Access to Spearhead Lake, Priority 3-Tribal Center Entry Road, Priority 4-Traffic Safety Ordinance, Priority 6-Housing Access Road, and Priority 7-Traffic Control To the Bureau of Indian Affairs, Northwest Regional Office; and

BE IT FURTHER RESOLVED, that the Sauk-Suiattle Tribal Council authorizes the Tribal Council Chairman to sign all documents on behalf of the Sauk-Suiattle Indian Tribe and in his absence, the Vice-Chairperson of the Sauk-Suiattle Tribal Council is authorized to sign all documents.

**CERTIFICATION**

The above resolution was duly approved by the Sauk-Suiattle Tribal Council at Special Meeting held on the 3rd day of February 2000.

  
Jason L. Joseph, Chairman

ATTEST:

  
Tribal Council Member



Sauk-Suiattle Indian Reservation PROJECT PRIORITY LIST		
PRIORITY NUMBER	BIA ROUTE #	PROJECT DESCRIPTION
		<b>Short-Term Projects (next 5 years)</b>
1	NA	<b>Tribal Road Planning Activities</b> —to continue the development and refining of the Tribes overall transportation plan.
2	BIA Rt. 207	<b>Improve Access to Spearhead Lake (Phase 1, Sec. 20 &amp; 30)</b> —Improve access to Spearhead Lake. First phase would improve (grade, drain, & gravel) 0.15 mile of road from the lake to DNR Route 5000.
3	BIA Rt. 203	<b>Tribal Center Entry Road</b> —Construction of 0.05 mile of new urban roadway with parking on both sides (also sidewalks both sides) to serve the Tribe's proposed new Tribal Center facility. Additional parking area also may be included.
4	NA	<b>Traffic Safety Ordinance</b> —Preparation and implementation of a Traffic Safety Ordinance.
5	BIA Rt. 206	<b>Chief Brown Lane Reconstruction</b> —Reconstruct Sections 10, 20, & 30 with urban section and sidewalks on both sides. Provide additional parking area at the longhouse. Provide additional street lighting and correct drainage problems. Include "speed humps" for traffic calming.
6	BIA Rt. 202	<b>Housing Access Road</b> —Construct 0.2 mile of urban road (with sidewalks both sides) to serve approximately 25 new housing units. (BIA to provide Technical Assistance)
7	BIA Rt. 206	<b>Traffic Control</b> —Install centerline striping and stop bar on Section 10 of Chief Brown Lane and Yield sign on Section 20. Work with WSDOT to have School Bus Stop Ahead sign and intersection warning signs installed on SR 530.

2000-1-5  
RESOLUTION NO. ~~2000-1-5~~

**A RESOLUTION IN SUPPORT OF TRIBAL TRANSPORTATION PLANNING  
PROJECT PRIORITY LIST**

**WHEREAS**, the Swinomish Indian Tribal Community is a federally recognized Indian Tribe, organized pursuant to Section 16 of the Indian Reorganization Act of 1934 and Article VI, Section 1 (a), (c), (e), (l), and (n) of the Swinomish Constitution and Bylaws of the Swinomish Indian Tribal Community provides authority for the Swinomish Indian Senate to adopt this Resolution; and

**WHEREAS**, it is the desire of the Swinomish Indian Senate to establish a clear and central role in tribal, regional, state, and federal transportation planning efforts affecting the Swinomish Reservation; and

**WHEREAS**, it is necessary to submit a Project Priority List to the Bureau of Indian Affairs to be eligible for federal transportation dollars; and

**WHEREAS**, the Swinomish Indian Senate desire that this updated listing be made available to Bureau of Indian Affairs along with other funding agencies through the Tribal Planning Office;

**NOW THEREFORE BE IT RESOLVED** by the Swinomish Indian Senate, that the Swinomish Indian Senate adopt the new attached Project Priority List for the fiscal year 2000.

*Brian Cladoosby*

Brian Cladoosby, Chairman  
Swinomish Indian Senate

**CERTIFICATION**

As Secretary of the Swinomish Indian Senate, I hereby certify that the foregoing resolution was approved at a Special Meeting of the Swinomish Indian Senate held on Nov. 27, 2000, at which time a quorum was present and the resolution passed by a vote of 2 FOR, 0 AGAINST, and 0 ABSTENTIONS.

*Lydia Charles*

Lydia Charles, Secretary  
Swinomish Indian Senate

## PROJECT PRIORITY LIST

PRIORITY NUMBER	B.I.A. ROUTE #	PROJECT DESCRIPTIONS
1		SR 20 March's Point Road Interchange
2		Snee-Oosh Road Widening Project
3		Reservation Road Widening Project
4		Pioneer Parkway/Shelter Bay Road Intersection Safety Imp. Proj.
5		Reservation Wide Culvert Improvement Project
6		Pioneer Parkway/Snee-Oosh Road Intersection Safety Imp. Proj.
7		McGlynn Island Road Construction Project
8		Reservation Road System Safety Audit
9		Tribal Transportation Planning
10		Village Road System Chip Seal and Maintenance Project
11		Road Signage – Reservation Wide
12		Signage – Cultural/Interpretive
13		Rainbow Bridge Retrofit/Maintenance
14		Interpretive Kiosk – SR 20
15		Interpretive Kiosk – Pioneer Parkway
16		Indian Road/Reservation Road Intersection Safety Imp. Proj.
17		Reservation Road Guard Rail Project – Munks Creek.
18		
19		
20		



# Snoqualmie Tribe

P.O. BOX 280, CARNATION, WASHINGTON 98014  
425-333-6551/425-222-7148 or 425-222-6542 FAX  
TRIBAL e-mail: btina70988@aol.com

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138 126  
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**FEB 28 2000**

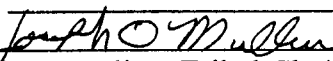
**NWRO-ROADS**

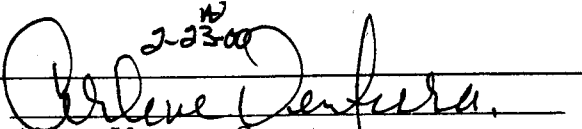
## RESOLUTION 05-00

- WHEREAS,** The Snoqualmie Tribe is the Sovereign Entity that is Recognized as a signatory tribe to the Point Elliot Treaty of 1855.
- WHEREAS,** The Snoqualmie Tribal Council is the duly elected tribal council of the General Membership;
- WHEREAS,** The Snoqualmie Tribal Council recognizes that the Affiliated Tribe of Northwest Indians is important to the future and well being of all Indians across Indian Country;
- WHEREAS,** The Affiliated Tribes of Northwest Indians has always provided technical assistance and representation of Indian and their tribe;
- WHEREAS,** The Bureau of Indian Affairs (BIA) Northwest Region Road Construction and Maintenance Team has announced that FY 2000 Planning funds are available for obligation to prepare/update a Transportation Improvement Plans; and
- WHEREAS,** The Snoqualmie Tribe wishes to prepare/update our Transportation Improvement Plan and;
- WHEREAS,** The Snoqualmie Tribe estimates the total cost of this contract to be \$127,285.00.

## CERTIFICATION

The foregoing resolution was adopted at the Snoqualmie Tribe Council meeting held on December 18, 1999 at the Snoqualmie Tribal office in Fall City, Washington with a quorum present and voting 8 FOR and 0 AGAINST and 0 ABSTAINING.

  
Joseph O. Mullen, Tribal Chairman

22300  
  
Arlene Ventura, Secretary

Joseph O. Mullen, Chairman Mary Anne Hinzman, Vice Chair Arlene Ventura, Secretary  
M. Arlene Mullen, Treasurer, Andy de los Angeles, Council Member  
Tina Barber, Katherine Barker, Council Member Council Member,  
Ray Mullen Council Member, Josephine Gable, Council Member, Bill Sweet, Council Member



**RESOLUTION # 2000- 099**  
**Project Priority List / Public Roads**  
**NW BIA Regions allotment for Fiscal Year 2000**

Whereas, The Tulalip Tribes of Washington is a federally recognized Indian Tribe, whose governing body is the Tulalip Board of Directors, as provided in the Tribal Construction and By-Laws approved and amended pursuant to the Indian Reorganization Act of 1934, 24 U.S.C. Section 476; and

Whereas, The Tulalip Indian Reservation exists as established pursuant to Article III of the Treaty of Point Elliott, 12 Stat. 927, and President Grant's December 23, 1983 Executive Order; and

Whereas, The Tulalip Board of Directors under Article IV, Section 1 (F), of the Tribal Construction desire to: promote & manage Tulalip Reservation economic affairs through continued development of businesses within the Exterior Boundaries; and

**RESOLUTION SUMMARY**

**EXECUTION OF A TRIBAL RESOLUTION WHEREIN THE TULALIP TRIBES  
REQUEST THE BUREAU OF INDIAN AFFAIRS PLACE THE WIDENING OF 116<sup>th</sup>  
ST NE AS ITS TOP PRIORITY FOR ALLOCATION OF ROADS FUNDS.**

WHEREAS, The Bureau of Indian Affairs maintains the official Road/Bridge inventory of the Indian Reservation Roads (IRR); and

WHEREAS, 116<sup>th</sup> St NE is included on the above mentioned inventory and has it own unique BIA route # 6100; and

WHEREAS, the widening of 116<sup>th</sup> Street from two lane with a turning lane, to five with a turning lane; and

WHEREAS, the widening of 116<sup>th</sup> Street will provide crucially improved access / egress, improve traffic circulation and emergency vehicle access to the reservation; and

WHEREAS, the widening of 116<sup>th</sup> St NE road project is now the 1<sup>st</sup> priority in the Tribal Transportation Plan; and

WHEREAS, NOW THEREFORE the Board of Directors of The Tulalip Tribes request that the Bureau of Indian Affairs Northwest Regional Office place the widening of 116<sup>th</sup> on its Control Schedule for road construction projects; and.

BE IT FINALLY RESOLVED , by the Board of Directors of the Tulalip Tribes of Washington, that it herewith authorizes the Tribal Chief (Herman A. Williams Jr.,) to

execute this resolution on behalf of The Tulalip Tribes of Washington with such authority granted the date first written below.

### CERTIFICATION

ADOPTED this 14th day of February 2000 by The Board Of Directors of the Tulalip Tribes of Washington at a Regular Meeting held within the Reservation Exterior Boundaries of The Tulalip Tribes of Washington, a quorum being present with a voice vote on 5 For, 0 Against, and 1 Not voting, signed this 14th day of February 2000.

THE TULALIP TRIBES OF WASHINGTON

By:

Herman A. Williams, Jr.  
Herman A Williams, Jr.

ATTEST:

By:

Marie M. Zackuse  
Marie M. Zackuse, Secretary

Priority #	BIA Route #	Project Description Including Planning & Engineering Costs	Total Cost
#01	61000	Reconstruction (Widen) of 116th to five lanes. The reconstruction will connect the I-5 Interchange with 27th Avenue NE. Planning and Engineering Dollars \$50,000.00	\$ 600,000.00
#02	60750/96828	Waterworks Road/Marine Drive Intersection Signalization Construct a new traffic signal Planning and Engineering Dollars \$40,000.00	\$ 160,000.00
#03	60880	Totem Beach North end in vicinity of Tulalip Creek Dam Reconstruct the North .05 mile section to a 36 ft roadway Planning and Engineering Dollars \$30,000.00	\$ 70,000.00
#04	60190	19th Avenue NE (North 1.5 mile section) Reconstruct the North 1.5 mile section to a two lane / 38 ft paved roadway Planning and Engineering Dollars \$150,000.00	\$ 3,500,000.00
#05	60170	11th Drive NE (116th Street NE to 140th St NE) Construct a new two lane roadway to 1.75 miles from 116th to 140th Planning and Engineering Dollars \$200,000.00	\$ 4,500,000.00
Total dollar need for our BIA Control Schedule and IRR Tip 2000			\$ 8,830,000.00

(S)

new



Herman A. Williams, Tribal Chief  
Dated February 29th, 2000

$$\begin{array}{r} P10 \\ \hline 131 \end{array}$$

PRIORITY NUMBER	(1) B.I.A. ROUTE #	PROJECT DESCRIPTION
2	9551	Helmick Road Safety Improvement Project #2
1		Transportation Planning #1
1	Rt. #0007	Coyote Drive Street Lighting and Signage
2	Rts. 1 thru 8	Bullards for Fire Hydrants
1	Rt. #0001	Traffic Barriers for Nuwaha ah
2	Rt. #0008	Lighting and Signage for Elder's Blvd #7

Resolution # \_\_\_\_\_



# Samish Indian Nation

OF WASHINGTON

Resolution No: 20-01-003

Date Approved: January 19, 2000

Subject: Bureau of Indian Affairs  
Indian Reservation Roads Project  
Priority List

- WHEREAS, The Samish Indian Nation was Federally re-acknowledged by the Assistant Secretary of the Department of the Interior of the United States of America on April 26, 1996; and
- WHEREAS, The Samish Tribal Council is empowered to act on behalf of the Samish Indian Nation pursuant to Article VI, Section 1, and Article III, Section 1, of the Samish Tribal constitution, approved August 10, 1974, by Resolution of the Samish Tribal Council and adopted and ratified by Motion of the Samish General council on June 29, 1975; and
- WHEREAS, The health, safety, welfare and education of the Indian people of the Samish Indian Nation is the responsibility of the Samish Tribal Council; and
- WHEREAS, The Samish Indian Nation Tribal Council is aware the BIA Roads Branch expects to receive the Northwest Region's allotment of Fiscal year 2000 IRR funds in the near future and has requested each tribe to prepare a project priority list, and
- WHEREAS, The Samish Indian Nation has many projects that will benefit from the IRR activities, and.
- WHEREAS, The Samish Indian Nation has established the following priority list for IRR:
1. IRR Planning
  2. Housing access road(s)
  3. Covered transit stop at the preschool property
  4. Cultural kiosk
  5. Ferry system feasibility study
- THEREFORE BE IT RESOLVED that the Samish Indian Nation Tribal Council approves the Attached project priority list to be submitted to the Bureau of Indian Affairs.

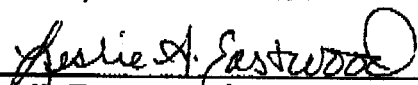
## SAMISH TRIBAL COUNCIL

By: 

Kenneth C. Hansen  
Tribal Chairman

## CERTIFICATION

The above resolution was duly adopted by the Samish Tribal Council on January 25, 2000, via an email vote, at which a quorum voted: 4 FOR, 1 AGAINST, and 0 ABSTAIN.

Certified by:   
Leslie Eastwood  
Tribal Council Secretary

S:\Council\Resolutions\2000\January\RIA Roads.doc

MAILING ADDRESS: P.O. BOX 217 ANACORTES, WA. 98221  
OFFICE: 1610 COMMERCIAL AVE. SUITES A & B . ANACORTES, WA. 98221  
PHONE: (360) 293-6404 FAX: (360) 299-0790 E-MAIL samish @ fidalgo . net

Samish Indian Nation Project Priority List		
PRIORITY NUMBER	BIA ROUTE #	Project Description
1.		IRR Planning: The Samish Indian Nation will continue its Roads planning efforts next year.
2.	1001	Housing access road(s) for vacant land purchased by Samish for low-income housing.
3.	1002	Covered transit stop at the preschool property. The nearest bus stop is over ½ mile from the pre-school. This will provide for the bus stop and shelter for the children and elder's whose programs are housed in the Longhouse Preschool.
4.		Cultural kiosk: This will be a Samish specific kiosk located between the Tribe's parking lot and the multi-purpose building.
5.	1003	Ferry acquisition. This will be a tribally operated ferry to serve Fidalgo Island. The current ferry run is being sharply curtailed because of state budget cuts and the ferry is critical for enrolled Samish members living on the islands. The route will consist of routes from Anacortes to Guemes and Cypress Islands.

**Stillaguamish Tribe of Indians**

P.O. Box 277  
3439 Stillaguamish Lane  
N. W. WA 98023-0277  
STILLAGUAMISH TRIBE OF INDIANS  
BOARD OF DIRECTORS  
RESOLUTION 2000/12

**FUNDING FOR ROAD CONSTRUCTION**

\*\*\*\*\*

WHEREAS, the Stillaguamish Tribe of Indians is a party to the Point Elliott Treaty of January 22, 1855; and has been Federally Recognized since October, 1976; and

WHEREAS, the Stillaguamish Tribal Board of Directors is the duly constituted Governing Body of the Stillaguamish Tribe of Indians, in accordance with Articles IV and V of the Stillaguamish Constitution; and

WHEREAS, the Stillaguamish Tribal Board of Directors acting in the best interest of its people is embarked on a course of self determination; and

WHEREAS, the Stillaguamish Tribal Board of Directors wishes to initiate a housing development on a forty (40) acre site within the next five (5) months. A need of  $\frac{3}{4}$  to  $1\frac{3}{4}$  miles of road is projected, depending on where the access point to the property is permitted. Funding for road construction is of critical importance to this Indian housing development; and

NOW THEREFORE IT IS RESOLVED that the Stillaguamish Tribal Board of Directors does hereby approve requesting assistance from the Bureau of Indian Affairs for road construction.

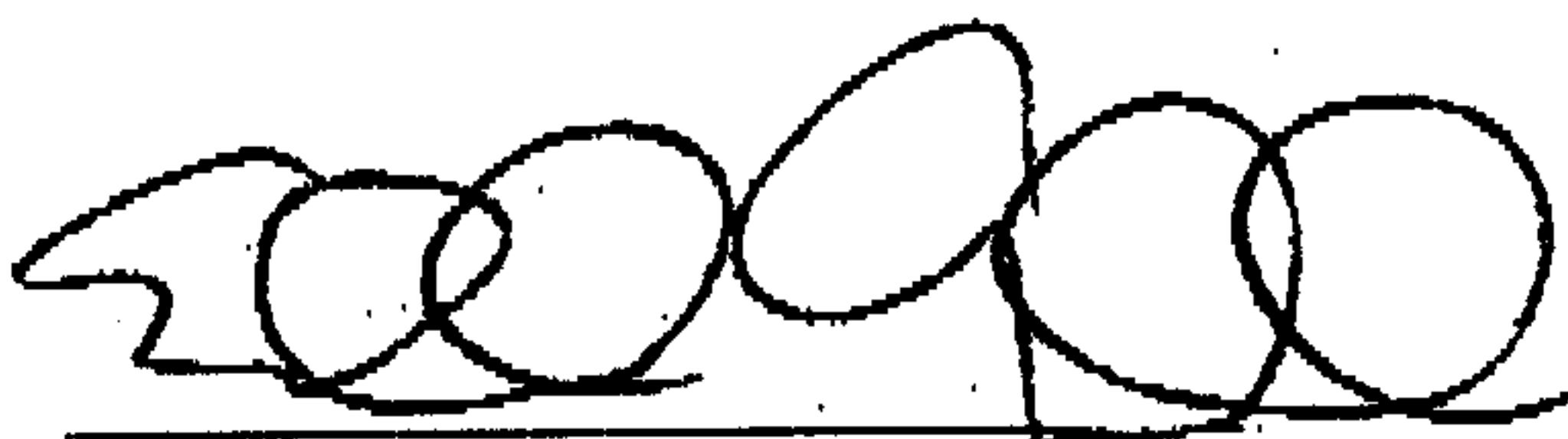
Resolution 2000/12  
Page 1 of 2.



BE IT FURTHER RESOLVED, that the Stillaguamish Tribal Board of Directors hereby authorizes its Chairperson, and in his absence the Vice-Chairperson or Executive Director to negotiate and execute this resolution which shall continue until revoked by the Board of Directors.

**CERTIFICATION**

As Chair and Secretary of the Stillaguamish Tribal Board of Directors, I hereby certify that the above resolution was duly adopted at a meeting of the Stillaguamish Tribal Board of Directors held on the 26<sup>th</sup> day of January, 2000, at which time a quorum was present and a vote of Three (3) for and Zero (0) opposed was cast.

  
Edward L. Goodridge, Jr., Secretary  
Marlice J. DeLys, Board Member

Resolution 2000/12  
Page 2 of 2.

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**Board of Directors**

Edward L. Goodridge, Sr., Chair  
Edward L. Goodridge, Jr., Secretary  
Marlice J. DeLys, Board Member

Shawn Yarity, Vice-Chair  
Sara L. Milliron, Treasurer  
Viola Cheer, Board Member





# Confederated Tribes and Bands of the Yakama Nation

Established by the  
Treaty of June 9, 1855

## RESOLUTION

T-055-00

WHEREAS, the Yakama Nation is a federally recognized Nation pursuant to the Treaty of 1855 (12 Stat. 951), and  
WHEREAS, the Yakama Tribal Council is the governing body of the Confederated Tribes and Bands of the Yakama Nation of the Yakama Reservation, Washington, by the authority delegated by Resolution T-38-56, and

WHEREAS, the Yakama Nation has ongoing needs for and actively participates in planning, coordination, engineering, construction, and maintenance activities of the transportation infrastructure system within its boundaries, and

WHEREAS, the Yakama Nation is eligible to obtain funding for transportation planning and construction, pursuant to the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), for the continued development of a mechanism and staff to assess and plan for present and future transportation needs of the Yakama Nation, which has over 1100 miles of Indian Reservation Roads (IRR) in the Open Area, and

WHEREAS, the Roads Committee, in consultation with the Yakama Nation Transportation Planning Program, Yakama Nation BIA Roads Department and the Acting Transportation Superintendent reviewed and evaluated the existing ROAD CONSTRUCTION PRIORITY LIST that was adopted by Resolution T-147-98, on July 8, 1998, and amended per resolution T-130-99 on June 2, 1999, and

WHEREAS, such a priority list is necessary for acquiring Federal Funding through the Bureau of Indian Affairs, for planning, surveying, designing, environmental studies, archeological research, right of way acquisition, construction and closing out of each proposed project in a timely and orderly process.

NOW THEREFORE, BE IT RESOLVED, by the Executive Board of the Yakama Tribal Council, acting under authority delegated by Section III-A of the Rules of Procedures, approved by Yakama Tribal Council Resolution T-10-61, dated July 13, 1960, and meeting at the Governmental Headquarters of the Yakama Nation, Toppenish, Washington, that the following ROAD CONSTRUCTION PRIORITY LIST is hereby adopted with the understanding that each project will entail necessary procurement, granting of right of ways though tribally owned lands, and the subsequent construction of Projects:

1. Transportation Planning Program. Performance of local / regional transportation planning activities, maintenance and updating of Yakama Nation Transportation Plan, IRR Road Inventory (FY 2000 - \$98,616.00).
2. YIR (1) Agency Street Re-align and pave intersection of Buster Road and US 97. Approximately 0.3 mile, Reconstruct for safety.
3. YIR 55350 - Wesley Road (County) — widen, re-grade, and pave. Approximately 6.0 miles. \*Dry Logy Road Intersection to Old Maid Intersection\* [Note: Designed and advertised, but not yet awarded.]
4. YIR 255 - Big Muddy Haul Road (*Proposed*) "Klickitat River Road" — Pre-Engineering (Planning, survey, and right of way acquisition). Approximately 8.0 Miles. \*South of Cougar Creek Guard Station to 2.5 miles north of Glenwood, WA.\*
5. Washington State Route 97: Corridor Management Plan — Performance of local planning activities. Approximately 75 miles. \*South of Union Gap, WA to Columbia River, WA\* (20% Local Match - \$20,000.00).
6. YIR 50890 - Robbins Road (County) — grade, drain, and pave. Approximately 1.1 miles. \*Lateral Drain north to U.S. 97\*
7. YIR 338(1) — Nak Nu We Sha Lane — re-grade and pave. Approximately 0.3 miles. \*Access and parking lot for Tribal Program\*
8. YIR 338(1) — Nak Nu We Sha Lane — re-grade and pave. Approximately 0.3 miles. \*Access and parking lot for Tribal Program\*



## Yakama Tribal Council Resolution

T-055-00

01/27/00

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9. YIR 55330 - Old Maid Road (County) — widen, re-grade, and gravel. Approximately 5.0 miles. \*Guard Station to Wesley Road Intersection\*
10. YIR 131(1) - Simcoe Creek Road — widen, re-grade, and gravel. Approximately 4.0 miles. \*Carey's Pond to Old Maid Road\*
11. YIR 255 - Big Muddy Haul Road (Proposed) "Klickitat River Road" — widen, re-grade, and gravel/pave. Approximately 8.0 miles. \*South of Cougar Creek Guard Station to 2.5 miles north of Glenwood, WA.\*
12. YIR 331(1) - Toppenish Longhouse — re-grade and gravel/pave. Approximately 0.3 Miles. \*Access and Parking for Longhouse\*
13. YIR 319(1) Linden Street & Smartlowit Center Street — widen, curb, gutter, sidewalk, and pave. Approximately 0.5 miles. \*Tribal School access, sidewalks for pedestrian safety\*
14. YIR 337(1) - White Swan Community Center Access — re-grade and pave. Approximately 0.5 mile. \*Access / parking for White Swan Ranger Station, Community Center and Tribal Headstart\*
15. Wapato Headstart Center — re-grade, sidewalks, and pave. Approximately 0.1 miles. \*Access from Campbell Road and parking lot\*
16. YIR 285(1) - Bird Creek Meadows Road and YIR Bird Lake Campground Road (combined) — re-grade and gravel. Approximately 8.6 miles and 1.0 miles, respectively.
17. YIR 35 - Wishpoosh Rd. — widen, sidewalk, and pave. Approximately 0.4 miles \*Traffic/parking improvements, access to parking lots from Gunyon Road to Buster Road.\*

BE IT FURTHER RESOLVED, that this ROAD CONSTRUCTION PRIORITY LIST is to be reviewed annually, in consultation with the Yakama Nation Transportation Planning Program, Acting Transportation Superintendent, and/or their designated representative.

BE IT FURTHER RESOLVED, that the Yakama Nation does not waive, alter, or otherwise diminish their "Sovereign Immunity" whether expressed or implied by virtue of this contract, for any and all administrative or legal action which may arise directly or indirectly from the same. Nor does the Yakama Nation waive, alter, or otherwise diminish their rights, privileges, remedies or services guaranteed by the Treaty of 1855.

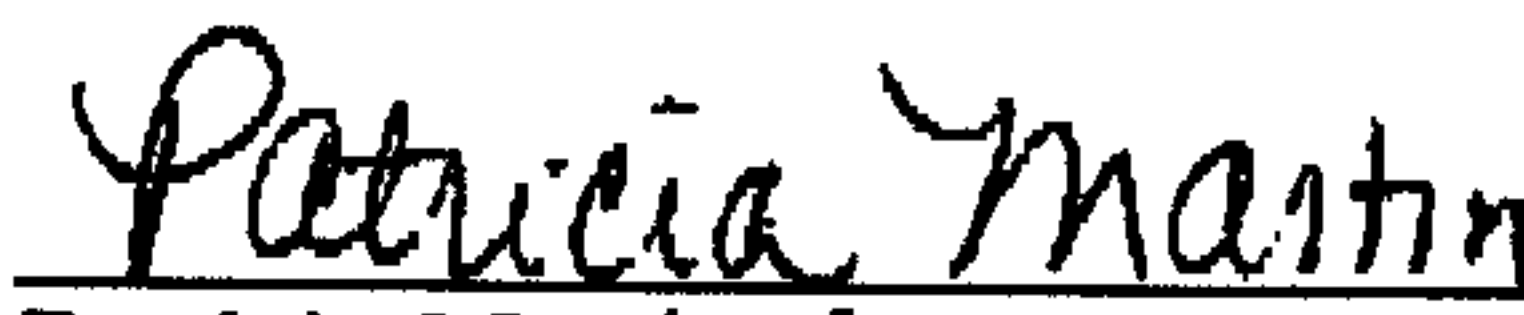
DONE AND DATED on the 27<sup>th</sup> day of January, 2000, by the undersigned members of the Executive Board of the Yakama Tribal Council.



Connie Selam, Sr., Chairman  
Yakama Tribal Council



Jerry Meninick, Vice-Chairman  
Yakama Tribal Council



Patricia Martin, Secretary  
Yakama Tribal Council

## RESOLUTION

Spokane Tribal Resolution 2000-118

### **BIA/ROADS DEPARTMENT PRIORITY PROJECT LIST**

**WHEREAS**, the Spokane Tribal Council is the duly constituted governing body of the Spokane Tribe by authority of the Constitution of the Spokane Tribe; and

**WHEREAS**, under the Constitution of the Tribe, the Spokane Tribal Council is charged with the duty of protecting the health, security and general welfare of the Spokane Tribe and all reservation residents; and

**WHEREAS**, Approval on the project priority list for the BIA/Roads department; and

**WHEREAS**, The Council agrees with the priority list submitted by Pete Issacs at the BIA-Roads Department. The list prioritizes roads and lists what improvements need to be done to each road; and

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the Spokane Tribal Business Council meeting in Special Session this 10th day of January, 2000, that the Tribal Council does hereby approve and authorize signature authority to the Tribal Council Chairman or his designated representative on the priority BIA-Roads list.

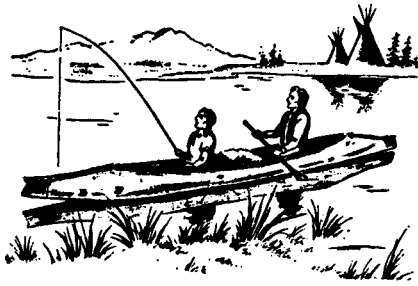
### **Certification**

The foregoing was duly enacted by the Spokane Tribal Business Council on the 10<sup>th</sup> day of January, 2000, by the vote of 3 for 0 against and 0 abstain under authority contained in Article VIII of the Constitution of the Spokane Indians ratified by the Spokane Tribe on November 22, 1980.

  
\_\_\_\_\_  
**Chairman**  
**Spokane Tribal Business Council**

# PROJECT PRIORITY LIST

PRIORITY NUMBER	B.I.A. ROUTE #	PROJECT DESCRIPTION
4 B	1	BRUNTON ROAD NEEDS TO BE "CHIP SEALED"
4 B	2	HUBERT ROAD NEEDS TO BE "CHIP SEALED"
3	16	JOE SHERWOOD ROAD NEED A NEW ROAD BASE "GRAVEL"
5	24	DRUM ROAD NEEDS TO BE RECONSTRUCTED
2 A	25	ELIJAH ROAD NEEDS TO BE "CHIP SEALED"
4 B	26	WELLPINIT STREETS NEEDS TO BE "CHIP SEALED"
4 B	27	LITTLE FALLS-WELLPINIT NEEDS TO BE "CHIP SEALED"
2 A	31	FLETT ROAD NEEDS TO BE "CHIP SEALED"
2 A	100	RESERVATION ROAD NEEDS TO BE "CHIP SEALED"
1	105	MARTHA BOARDMAN ROAD NEEDS A NEW ROAD BASE "GRAVEL"
4 B	262	COMMUNITY CENTER NEEDS TO BE "CHIP SEALED"
6		PEDESTRIAN TRAIL
		Note: A or B To be in conjunction with other projects



## KALISPEL TRIBE OF INDIANS

### RESOLUTION

WHEREAS, the Kalispel Business Committee is the duly Constituted governing body of the Kalispel Tribe by the authority of the Constitution and By-Laws for the Kalispel Tribe; and,

WHEREAS, under the Constitution and By-Laws of the Tribe, the Kalispel Business Committee is charged with the duty of protecting the health, security and general welfare of the Kalispel Tribe and all reservation residents; and,

WHEREAS, the Kalispel Tribe is actively pursuing transportation issues on the Reservation, and the Tribal Council supports continuing efforts to work closely with the Roads Department of the Bureau of Indian Affairs to provide products and to ensure sustained funding for the Tribe's transportation planning process; and,

WHEREAS, Transportation Improvement Program is an integral part of securing funds and establishing the Tribes Transportation Project Prioritization; and,

WHEREAS, the Tribe certifies the accuracy of the Indian Reservation Roads Transportation Improvement Program (TIP) and other documents submitted to the Bureau of Indian Affairs; and,

WHEREAS, Tribal approval of the Transportation Improvement Program report and prioritization list for inclusion of planned transportation projects into the Bureau of Indian Affairs, Portland Area Office Transportation Improvement Program is required to secure funding for these Transportation projects.

NOW, THEREFORE, BE IT RESOLVED that the Kalispel Tribe submits the attached documentation for inclusion into the Bureau of Indian Affairs Year 2000 Transportation

Improvement Program and instructs the Bureau to update the Bureau of Indian Affairs Transportation Improvement Program (TIP) to reflect the change.

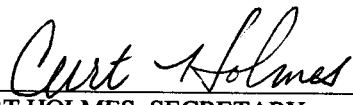
CERTIFICATION

The Kalispel Business Committee adopted the foregoing RESOLUTION at a meeting held on the 29 day of SEP., 1999, at the Tribal Office on the Kalispel Indian Reservation near Usk, Washington, with the required quorum present by a vote of 4 FOR and 0 AGAINST.

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GLEN NENEMA, CHAIRMAN  
KALISPEL BUSINESS COMMITTEE  
(TERM EXPIRES JUNE 1999)

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CURT HOLMES, SECRETARY  
KALISPEL BUSINESS COMMITTEE  
(TERM EXPIRES JUNE 2000)

FY 2000 TIP

## Kalispel Indian Nation

2/4/00

Priority	BIA Route #	Project Description	FY1999	FY2000	FY2001	FY2002	FY00-02
1	ALL	Transportation Planning	\$28,000	\$50,000	\$50,000	\$50,000	\$150,000
2	3389	Usk Bridge (IRRH&RR funds)	\$240,000	\$500,000	\$750,000	\$250,000	\$1,500,000
3	0009	Industrial Park access and roadway betterment construction		\$415,000			\$415,000
4	4170	Fish Hatchery access		\$115,000	\$220,000		\$335,000
5	0008	Manresa Grotto access and parking		\$80,000	\$120,000		\$200,000
6	4160	Interpretive Center access		\$85,000	\$85,000		\$170,000
7	4310 & 4320	Northern Quest Casino access		\$335,000			\$335,000
8	4013	Pend Oreille Old Wagon Trail bicycle and pedestrian pathway		\$35,000	\$165,000	\$195,000	\$395,000
9	Various	Housing projects road betterment		\$150,000	\$150,000	\$1,500,000	\$1,800,000
10	0011	Dike Road		\$180,000			\$180,000
11	9305	Le Clerc Rd. Completion		\$1,500,000	\$1,500,000	\$1,500,000	\$4,500,000
12	0003	Bingo Loop Road		\$85,000	\$135,000		\$220,000
13	Various	Fire Roads reestablishment		\$485,000	\$400,000	\$400,000	\$1,285,000
14	Various	New Housing Roads		\$50,000	\$150,000	\$150,000	\$350,000
15	Various	Airway Heights Bus. Park			\$275,000		\$275,000
16	0010 & 4140	Aqua Culture Access				\$130,000	\$130,000
Total			\$268,000	\$4,065,000	\$4,000,000	\$4,175,000	\$12,240,000

**Resolution: 14-00**  
**Date Enacted: 2-9-00**  
**Subject Matter: Partnership**  
**Road Improvement Project**

14-00  
**RESOLUTION NO. \_\_\_\_\_ OF THE MAKAH TRIBAL COUNCIL**

**WHEREAS**, the Makah Tribal Council is the governing body of the Makah Indian Tribe located on the Makah Indian Reservation, Washington, by the authority of the Constitution and By-Laws of the Makah Indian Tribe as approved on May 16, 1936 by the Secretary of the Interior; and

**WHEREAS**, the Makah Tribal Council is dedicated to providing the community with adequate roads that are accessible and safe; and

**WHEREAS**, the Makah Tribal Council has identified the need to prioritize this partnership road improvement project with the Bureau of Indian Affairs, Northwest Regional Office, and the Washington State Department of Transportation as the most beneficial to the Tribal Community; and

**WHEREAS**, on June 9, 1998, the President signed into Law PL 105-78, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) authorizing highway safety, transit and other surface transportation programs for the next six years; and

**WHEREAS**, this new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation through the *flexibility* of TEA-21; and

**WHEREAS**, through this *flexibility* of TEA-21 the Makah Tribal Council, Bureau of Indian Affairs, Northwest Regional Office, and the Washington State Department of Transportation, Olympic Region are joining into a partnership of providing safe travel on State Highway route 112, and onto the Makah Indian Reservation Roads; and

**WHEREAS**, all parties agree to work together on saving costs of paving their respective highways for the upcoming fiscal year of July 2001; and



**NOW THEREFORE BE IT RESOLVED**, that the Makah Tribal Council hereby request technical and financial assistance from the Bureau of Indian Affairs, Northwest Regional Office to join in partnership with the Makah Tribe and the State of Washington Department of Transportation, Olympic Region in paving approximately 11.6 miles or more or less of reservation roads; and

**BE IT FURTHER RESOLVED**, that the Chairman or in his absence, the Vice-Chairman, is authorized to sign all official documents on behalf of the Makah Tribal Council.

**MAKAH TRIBAL COUNCIL**

  
Ben Johnson, Jr., Chairman

**CERTIFICATION**

The foregoing Resolution was adopted at a regular meeting held on Feb 9, 1999, at which a quorum was present, and the Resolution was adopted by a vote of 4 FOR and 0 AGAINST, the Chairman or the Vice-Chairman in his absence being authorized to sign the resolution.

  
JoDean Haupt-Richards, Tribal Secretary

[illegible]